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(195) Department.

M/S SERIES.

G.O. NO. 2418

2418

Dated 11 6 51
11-6-51.

Use for 2 M

Che made

[Despatch Abstract.]

Acknowledging despatch no. and forwarding [illegible]

THE KANARA CHAMBER OF COMMERCE

SECRETARY TO GOVERNMENT
19 SEP 3037
PUBLIC WORKS DEPARTMENT

MANGALORE SOUTH KANARA.

TELEGRAMS "CHAMBER"
TELEPHONE: 128.

16th September 1949.

TO

The Hon'ble Sri M. Bhaktavatsalam, B.A., B.L.,
Minister for Public Works & Information,
Government of Madras,
Camp: MANGALORE.

Sir,

We have great pleasure in welcoming you again to our District. This Chamber always cherishes your remembrance you being the first Minister who did the honour of presiding over its Annual Day on 11—1—1948 and we also know that you are most sympathetic towards our ambitions and aspirations.

Major Port for Mangalore

Being the Minister concerned, the first subject that we wish to place before you is the subject of conversion of our Port as a Major Deep-Sea Port. We regret that the Committee that investigated this, has made a recommendation against us. But our claims are so irrefutable that we consider that this Committee has erred as similar ones erred in the past. The case of Mangalore is so similar to that of Cochin, both in the approach to the controversy and in the technical aspects of the construction, that a study of the trials and tribulations of that Port will expound clearly the case of Mangalore. The Chamber has just published a small leaflet giving a few extracts from the book of reprints of articles and letters by Mr. R. C. Bristow, C.I.E., the Engineer-in-Chief of the Cochin Harbour and we commend this to your kind perusal.

We are not exaggerating when we say that if the decision of the Committee is enforced, (1) A well developed city will be ruined out of existence (2) A site which has the greatest possibility of development as a Major Port will lie as a waste (3) A consequential result of saving a vast area of cultivable land from flood havoc will be lost; and on the other side (4) A foremost fishing centre will be ruined, and finally (5) the intended Port will not get completed. We request you, Sir, to make a deep study of these aspects of this question and to prevent a catastrophe of far reaching consequences.

Port Trust for Mangalore Port

A long time back we placed this proposal before you, Sir, and you gave us a very sympathetic hearing. We are not aware to what extent this has progressed. Considering that the report of the W. C. M. P. Development Committee has been adverse to Mangalore and that even if Government's decision should become favourable, the construction may not be taken up in the immediate future, considering also that the Committee promised us to recommend this Port to be developed immediately as an All-Weather Port, a Port Trust becomes an immediate necessity and we request you to kindly put through necessary legislation for the purpose.

Supply of Electricity

We are pleased to note that you have been good enough to agree to instal Transportable Generator Sets for the District for the interim period before Jog supply comes to the District. We request you to kindly see that this scheme is put through as early as possible and relieve the strain that now exists against industries. At present, we are lacking a well balanced Tariff for Electricity. We request you to kindly direct the department to institute an enquiry into the Tariff question, so that the rates may be fixed in a manner that industries can thrive and deserving industries get special treatment, without of course, straining the economic structure of the Generating and Distributing Agency.*

Communications

We have noted with considerable pleasure that the Central Government has decided to construct the National Highway and we are aware that this decision was made possible by your

* We note that the Government has decided to nationalise the Electricity Enterprises and have ... ed the basis of compensation on certain alternatives. The ... wish to state are fair and we hope that Government will proceed ... ficiency in electricity.

agreeing to take a part of the cost of this Highway. We are very grateful to you, Sir, for this. We now request you to see that this Highway is laid as expeditiously as possible.

Now that the Central Government has taken up responsibility to develop Malnad Areas and have agreed to provide funds to develop them, we request you to order a survey of the Malnad Areas of the District for the purpose of establishing all-weather communications. By a careful and quick co-ordination of Provincial resources and the Central Government's assistance it should be easy to achieve an improvement in the communications to these areas which are lying undeveloped and whose capacity to develop is now recognised.

Road maintenance has very much deteriorated recently and the Highways Department is being criticised very much for this. But more probably the fault lies in the fact that sufficient funds are not provided for this. The cost of works is now four to five times that of pre-war years. Unless the present grants are increased to that proportion as compared with the pre-war costs, the roads cannot be expected to reach the pre-war standard.

Protected Water Supply to Mangalore

Though we are pleased that at last this scheme has been conceded to us, the execution of the scheme does not seem to have commenced at all. We request you, Sir, to see that the scheme is put through with least possible delay.

Kulur Bridge

This is the first major gift made by you to our District and yet this gift seems to be not moving from the Chief Engineer's locked receptacles in Madras. This District has a heavy monsoon and initial work has only a few specific months during the year for being undertaken. In effect, a delay in action by one month may mean a delay by a year. We had understood that plans, estimates, sanctions and even tender forms are all ready. But none of them has yet come into the open. We wish to see that bridge with our own eyes with your noble name inscribed on it and our present request to you is to give us this opportunity.

A Broadcasting Station for Mangalore

As far back as in September 1946, your Department had recommended that a transmitter station should be located in South Kanara. The Central Government does not seem to have given much consideration to this recommendation. We request you, Sir, to move the Central Government for this purpose.

Representation in the Posts and Telegraphs Advisory Committee

A Regional Advisory Committee for Madras Circle for Posts and Telegraphs was constituted and provision was made for 3 seats for Trade and Commerce. We regret that the Madras Government, who is the recommending authority, made no provision for representation to mofussil Chambers of Commerce and recommended representation of only Madras City. Should it be possible, we request that now or in future representation to mofussil Chambers of Commerce also be given by turns.

Supply of Government Publications

Though Government publications are supplied free of cost to Newspapers, the Chambers of Commerce are not given this privilege. The Government spending so much on publicity will lose very little and on the other hand will stand to gain everything by extending this privilege to all Chambers of Commerce. The Central Government has already extended this privilege. We request that all Chambers of Commerce of the Province be put on the Mailing List of all the Departments for posting all such publications.

We thank you, Sir, for giving us this opportunity to present this address and hope that you will allow us to express our deep gratitude when next time you visit us, for achieving all or a part of this representation.

We remain,

Yours faithfully,

V. S. Kudva,

President.

HISTORY REPEATS ITSELF

ASSISTANT ENGINEER 3/24 26 SEP 1948 PUBLIC WORKS DEPARTMENT
3155

IT HAPPENED TO COCHIN

IT IS HAPPENING TO MANGALORE

BUT FACTS MUST PREVAIL AND MANGALORE MUST GET ITS PORT

We give herebelow a few extracts from the book entitled "Cochin Port 1500—1937,—Some Particulars Reprinted from Letters and Speeches" by Mr. R. C. Bristow, C.I.E., M.Inst.C.E., M.I.Mech.E., Administrative Officer and Harbour Engineer-in-Chief, Cochin Harbour. It will be seen how very similar is the case of Mangalore and how it is passing through the similar vicissitudes. Emphasis in types is our own.

FROM THE EDITORIAL OF THE "TIMES OF INDIA", DATED 4TH AUGUST 1936

A barrier of sand prevented Cochin's natural harbour from taking its place as a modern deep sea port; for many years the cost of removing obstacles and dredging a channel was regarded as prohibitive, but scientific development of dredging methods eventually brought the problem within the realm of financial feasibility.

* * * * *

The initial tasks, begun on the appointment of Mr. R. C. Bristow as engineer-in-charge in 1920, were to ensure freedom from erosion of the palm fringed peninsula which protects the harbour from the open sea, and to cut a deep channel through the sand bars to provide entry and egress for deep sea shipping. By 1928 this was successfully accomplished and stood the test of monsoon conditions.

* * * * *

FROM A "BROADCAST" BY THE BRITISH BROADCASTING CORPORATION BY MR. R. C. BRISTOW, C.I.E.

Well, between that vast backwater of one hundred and twenty square miles and the deep sea there lay a heaped-up bank of sand and mud, three miles long, the sand so hard as to be like soft rock, the mud so soft that it flowed almost like treacle. Across this bank, or bar, the strong winds and waves of the Arabian Sea did as they pleased. **The bank had to be cut, and what was more, had to be kept open.**

* * * * *

It (The Dredger "Lord Willingdon") cut that long channel through in 1928 and 1929, and since then has **swept it clear of silt in four or five weeks each year,** a truly marvellous performance when you think of the channel as being 8 times as wide as Edgware Road and extending from Marble Arch to Kilburn, 3 miles away.

* * * * *

SPEECH BY MR. R. C. BRISTOW, C.I.E. ON THE OCCASSION OF INAUGURATION OF THE FOURTH STAGE WORK OF COCHIN HARBOUR

Messrs. Sir John Wolfe-Barry and Partners, in their turn, suggested the building of deep water wharves along both the Ernakulam and the Mattancherry frontages, and, from the purely

engineering and nautical points of view, a long wharf south of the Huzoor Jetty was the ideal solution. The site was on the mainland; the deep channel leading to the southern backwaters ran parallel to it; there was less capital work involved and less maintenance; the site was capable of great extension. **But, and it is the biggest of buts, the proposal meant scrapping the whole of Mattancherri and British Cochin at which places the trade of the port was centred,** and the acquisition of hundreds of acres of the best residential area in Ernakulam the cost of which would have far outweighed the saving in capital expenditure. A wharf alongside Mattancherri left British Cochin isolated, so to speak, and a new solution had therefore to be found.

* * * * *

Our Note: Compare the position at Mangalore, where the trade of the whole hinterland is centred and where the construction of a Port is easiest and cheapest; and yet the Government experts propose scrapping an exceedingly well developed city and port out of existence.

FROM AN ARTICLE FOR THE INDIAN CONCRETE JOURNAL BY MR. R. C. BRISTOW, C.I.E.

Probably no dredging proposition since the early days of the Suez Canal project has aroused so much technical interest and controversy as the opening up of Cochin Harbour. **For 70 years one engineer after another discussed the *pros* and *cons* and generally disagreed with his predecessor.** The entrance to the harbour was nearly encircled by a formidable bar of hard sand seaward of which was an area of soft mud, and the approach channel would have to pass through both. **The sand, it was said, would prove too hard to dredge and the mud would flow back into the channel as soon as the first rough weather was experienced.** Moreover, the channel would have to be three miles long and dredging operations would obviously be restricted to three or four months in the year. How was it possible to open and maintain such a channel in so short a working period? **Especially how was it conceivable that the channel could resist the flattening-out process of the heavy south-west monsoon gales?** Bucket dredgers and suction hopper dredgers, it was considered, would not be able to deal with the quantity which would have to be excavated in one season if any sort of a through channel was to be made at all. Probably, training walls or long sea groynes would be necessary as well; and any idea of making a channel by means of a powerful suction dredger with a floating pipeline discharging into the open sea to the north was thought to be "utterly illusory," because the swell arising from the north-west wind even in the few "calm" months of the year would assuredly put the pipeline out of action. **Still, there remained among the local business men a few on the Cochin Chamber of Commerce who persevered in the hope that improvements in dredging apparatus would render a through channel practicable.**

* * * * *

The port owes much to the British Chamber of Commerce for keeping the proposals alive in its early days and also for shouldering the responsibility of financing the scheme at a time when very few people believed in its possibility.

* * * * *

Our Note: The channel required for Mangalore is only 1½ miles as against the 3 miles of Cochin. There is no mud which was the Bugbear of Cochin. At Cochin it was the British Chamber of Commerce which could wield powerful influence that started the agitation. They started the agitation in 1881 and got a decision only in 1920.

FROM AN ARTICLE WRITTEN FOR THE "INDIAN FINANCE" BY MR. R. C. BRISTOW, C.I.E.

The English took possession of Cochin in 1795 and, almost from the first, determined to make a proper harbour there. In 1881 the members of the local Chamber of Commerce became really importunate. **High Officials from the Government of Madras and the Government of India, together with the best known harbour experts of that time, descended upon Cochin in turn and made more or less pessimistic reports, so that the Government of India as well as the Government of Madras were compelled to abandon the project both at that time and 20 years later following upon another pessimistic report, this time from Messrs. Coode, Son and Mathews.** Still the local Chamber of Commerce persisted in its endeavours and by the year 1912 they had gained the support of the local P. W. D. engineer and also the Chief Engineer of the Cochin State, both of whom began to press the claims of Cochin as a practicable harbour. **Then came an even more pessimistic report by the late Mr. J. R. Bell of Chittagong fame, a report sufficient to give the *coup de grace* to any and every scheme that could possibly be suggested.**

* * * * *

As a first step a small bucket dredger and a sum of Rs. 9 lakhs were placed at the writer's disposal with which to prove his case. **Experimental channels were made both inside the harbour and on the outer bar.** Small pieces of reclamation were done on the site of what is now Willingdon Island, a workshop and a dock were constructed and various essential preliminaries carried a little further.

* * * * *

FROM AN ARTICLE WRITTEN FOR THE "WASP" BY MR. R. C. BRISTOW, C.I.E.

For centuries small cargo boats or lighters took cargo from Cochin to ocean-going steamers outside, and brought in rice, the principal import. For a century, or nearly, people talked about cutting the deep channel so that the big ships could come inside, and many and strange were the devices suggested for doing it. At last, when dredgers had been developed and improved out of all recognition, the Government of Madras, with Lord Willingdon at its head, decided that the time had come to strike, and obtained some-one from England, experienced in harbour works, to advise them.

* * * * *

FROM THE THREE UNIVERSITY EXTENSION LECTURES GIVEN AT THE MAHARAJA'S COLLEGE ERNAKULAM BY MR. R. C. BRISTOW

Business versus Government Experts*

It was in November 1878 that Colonel A. Thomason, R. E., visited Cochin and received a deputation from the Chamber of Commerce headed by its Chairman Mr. J. H. Aspinwall, and discussed the possibilities of making a deep harbour. It was on the 13th July 1903—25 years later—that the following order was passed by the Madras Government:—

Order No. 308, Marine, dated 13th July 1903.

Recorded.

2. The report by Messrs. Coode, Son & Mathews received from the Secretary of State for India with the despatch above read shows that the proposals for the improvement of the port of

*This heading is not by us; it is from the original as given by Mr. R. C. Bristow, the author.

Cochin are impracticable, and that the cost of constructing a sheltered harbour at that port would be altogether prohibitory. The Government are therefore reluctantly compelled to abandon the scheme until time and circumstances reveal a practicable means of improving the harbour.

(True extract)

G. S. FORBES,
Acting Chief Secretary.

Between 1878 and 1903 one expert after another visited Cochin, made wise or unwise remarks on the points at issue, and generally came to one conclusion, namely, "improvements possible, cost doubtful, financial assistance necessary." Within this broad generalisation were many differences of opinion, and it would weary you if I were to try and describe them all. But it is obvious that the whole problem turned on two points: **could a *long* cut be made through the bar, and could it be maintained afterwards.** After another 25 years, that is, in July 1928, the first problem had been answered, the cut had just been made, the ships were just coming in, and **I was waiting with some anxiety to see what a very strong monsoon was going to do with our channel.** That is roughly the history of that 50 years, but I must fill in a few blanks before I close.

* * * * *

I like to read of the calm way in which the Cochin Chamber of Commerce ignored the report of the experts in 1903 and started their agitation all over again; how they made Government get a fresh report, this time by Mr. J. R. Bell of Chittagong, in February 1913; how Mr. Allan Campbell of the Public Works Department became a fiery supporter of the harbour, and gave the cause an enthusiastic kick at the right time; **how Mr. Bell's report, pessimistic though it was, led to fresh investigations;** and finally how at last the Wolfe-Barry report of 1919 led to my own appointment. Here for the time I must leave it. An inadequate summary of the past I know, but the best I can do in the very limited time my duties leave me at present.

* * * * *

In carrying our large schemes of works there is a duty laid upon all engineers not to spend money on any part of those works before it is needed nor, if the work is done by contractors to allow them to do the same. For example, it is not much use ordering the expensive fittings to a dock or wharf years before the dock or wharf can be built; similarly in a scheme with a large number of items, you build these items in the right order, so that each comes into use at the proper time, and you have no detached part of your capital lying idle in empty buildings or silent wharves.

* * * * *

Our Note: Mangalore is eminently suited to construct as needs arise, preventing the idling of huge capital.

PUBLISHED BY THE CANARA CHAMBER OF COMMERCE, MANGALORE.

Navabharat Press, Mangalore.

THE KANARA CHAMBER OF COMMERCE,

MANGALORE SOUTH INDIA.

TELEGRAMS: "CHAMBER"
TELEPHONE: 128.

P. O. Box No. 116.

Date 7th November, 1949.

The Secretary to the Government of Madras,
Public Works Department,
Fort St.George,
MADRAS.

Sir,

Sub:- Chamber's Welcome Address to the Hon'ble Minister for Public Works, on 16-9-49.

Ref:- Your Memorandum No.3101 F/49-1, dated 27-10-49.

Your above communication only refers to the question of a Broadcasting Station for Mangalore, which formed one of the subjects represented to the Hon'ble Minister during his visit to the Chamber.

While thanking you for your kind communication cited, we may be permitted to invite your kind attention to the following subjects also, raised in our Welcome Address. As the Hon'ble Minister was pleased to promise a sympathetic consideration of these points, we shall be grateful, if you will please let us know the action taken with a view to grant our requests.-

1. A Port Trust for Mangalore and a necessary legislation for the purpose.

2. Representation in the Posts & Telegraphs Advisory Committee.

3. Supply of Government Publications, free of cost, to this Chamber.

Thanking you and hoping to be favoured with an early reply,

Yours faithfully,
For THE KANARA CHAMBER OF COMMERCE,

Hon. Secretary.

PW(7)

The letter of the Kanara Chamber of Commerce mentioned. The important contained therein have been dealt with in the th file

→ and a Letter noting is sent up there covering the points raised in the letter. This may therefore be added in the file.

15/11/14

17/11/14

15/11/14

Three Drafts
14 to 16
21.11

P.W.D(A)

Memo. No. 3038/Ad.I.2 dt. 19.11.45

Sub: Communications - S. Kanara Dt:- Maintenance of roads - Construction of Kulur bridge

Ref: Address dated 16.9.45 presented ~~to H.H. (P.W)~~ by the Kanara Chamber of Commerce, Mangalore ~~to H.H. (P.W)~~

Extracts from the above address relating to the maintenance of roads and the construction of the Kulur bridge are forwarded to the C.E.(H) for necessary action.

Copy of 'C' & 'D' in p. 2 of

To the C.E.(H)

with extracts of 'C' and 'D' in p. 2 of.

Copy to ~~Association concerned~~ for information of the Hon'y. Secy. of the Kanara Chamber of Commerce, Mangalore.

PTO

Memo No. 3035 F/49.3 dt 19.11.49.

Sub: Formation of a Port Trust at Mangalore
:: Representation.

An extract from the Welcome address presented to H.M. (PW) ~~during his visit~~ by the Kanara Chamber of Commerce on the above subject is forwarded to the D. O. for remarks. His attention is invited to letter No. 2047 F/48.4 P.W dt. 19.1.1949 ~~A copy sent~~ to the Kanara Chamber of Commerce, Mangalore. ~~A copy sent~~ to him.

19/11/49

Letter No 3035F/49. 4 dt 19.11.49

The Honorary Secretary
The Kanara Chamber of Commerce
Mangalore.

Sir,

Sub:- Welcome address presented to H.M. by the Kanara Chamber on 16.9.49.

Ref:- Your letter No. nil dt. 7.11.1949

With reference to your letter cited above, I am directed to say that the question of creating a Trust for Mangalore is engaging the attention of the Government. A separate Communication will be sent in response to representation of the Ports and Telegraphs Advisory Committee. As regards the supply of Govt. Press Report to your Chamber, I am to

12/

"Madras Information" and its regional language counterparts are priced publications and supply of these free of cost to the Chamber of Commerce is ~~not~~ considered necessary. Since they can well afford to subscribe for the journal as the periodical is priced so low as to be available within the reach of all. As for the other free publicity materials like pamphlets adequate copies are forwarded to the Collectors of the Districts for free distribution and if the Chamber may contact the Collector for its requirements of free publications.

Yours faithfully,

15/11/64

17/11/64

15.11.64

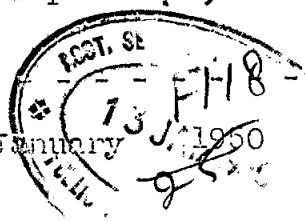
15

K 11.64

13

From:
J.M.Balmforth Esq.,
Presidency Port Officer,
P.B.No.15,
Madras 1.

To
The Secretary to Government,
Public Works Department,
Madras.



F-18

No. 5128/44/49.2 dated 11th January 1950

Sir,

Formation of a Port Trust at Langalore - Representation - Government Memo No.3035-F/49-3 P.W., dated 19-11-49 — P.W. note
Reminder from Government dated 29-12-49.

Exchange R.V.

The views of the Port Conservancy Board, Mangalore, have been called for and a reply will be sent to Government as soon as they are received from the Port Officer, Mangalore. The latter has been reminded.

Yours faithfully,

J.M.Balmforth

Presidency Port Officer

P.W.(F)

A.R. till 10.2.50

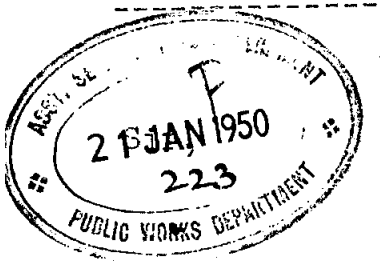
260
AT/12.50.
17-1-50

18/1/50

15

From
J.M.Balmforth, Esq.,
Presidency Port Officer,
Madras 1.

To
The Secretary to Government,
Public Works Department,
Madras.



No.5128 G1/48-3 Dated, 20th Jany. 1950.

Formation of a Port Trust at Mangalore -
Representation -
Ref:-Government Memo No.3085 F/49-3, dated 19-11-1949.

....

In continuation of my letter to Government No.5128-G1/49-2, dated 11-1-1950 on the above subject, I forward herewith for the information of Government a copy of letter from the Port Officer, Mangalore, - No.6200/49-4, dated 18-1-1950.

Yours faithfully,

J.M.Balmforth.

Presidency Port Officer.

Encl:-One.

MR.20.

17

From the Port Officer, Mangalore.
To the President, Canara Chamber of Commerce, Mangalore.
No.6200/49-4 dated 18-1-50.

Formation of a Port Trust at Mangalore - Representation of Chamber of Commerce to Hon'Ble Minister(Public Works Deptt.) Memorandum No.3035 F/49-3, dated 19-11-1949.

With reference to the welcome address presented to Hon'ble Minister (Public Works) by the Canara Chamber of Commerce the Presidency Port Officer has called for the views of the Port Conservancy Board, Mangalore with regards to the formation of Port Trust at Mangalore independently of what the report of the West Coast Major Port Development Committee might contain.

As none of your representatives were present for the meeting held on 17-1-1950, the Board has decided to adjourn the subject for discussion in the next meeting to be held on 14-2-50 and in the meanwhile the Board has resolved to request the Chamber of Commerce to furnish the Board with all the arguments including appointments of additional staff required together with a copy of the Chamber's scheme for the formation of Port Trust at Mangalore and the suggested improvements to the Port.

I request you to kindly comply with the above request of the Port Conservancy Board and treat this reference as specially urgent.

Copy with a copy of resolution submitted to the Presidency Port Officer, Madras for favour of information with reference to his Endt. No.5128-G1/49-2, dated 11-1-1950.

---

nc.

p.t.o.

18

Copy of Resolution No.XVII of the Port Conservancy Board, Mangalore dated 17th January 1950.

READ Presidency Port Officer's Endorsement No.4792-G1/49-1, dated 1-12-1949 regarding formation of a Port Trust at Mangalore together with the connected papers.

X 1 "Adjourned to next meeting, meanwhile the Chamber of Commerce will be requested to give us the arguments and the copy of their scheme".

/True Copy/

Presidency Port Officer.

MR.20..

THE KANARA CHAMBER OF COMMERCE

MANGALORE SOUTH INDIA.

19

TELEGRAMS: "CHAMBER"
TELEPHONE: 128

P. O. Box No. 116,

Date 20th February 1950.

SECRETARY TO GOVERNMENT
27 FEB 50
PUBLIC WORKS DEPARTMENT

The Hon'ble Sri M.Bhaktavatsalam B.A.,B.L.,
Minister for Public Works,
Government of Madras,
Fort St.George,
MADRAS.

Sir,

DEVELOPMENT OF MANGALORE AS AN ALL-WEATHER PORT

We have submitted to you, this day, by Registered Post, a copy of our Memorandum dated 15-2-1950, presented to the Hon'ble Minister for Transport & Railways, Government of India, on the above subject.

We request you to kindly bestow your sympathetic consideration on the same. A line in reply will be highly appreciated.

Thanking you,

Yours faithfully,
For THE KANARA CHAMBER OF COMMERCE,

P R Shenoy
Hon. Secretary

Copy to: The Secretary to the Government of Madras,
Public Works Department, Fort St.George,
Madras.

3

THE KANARA CHAMBER OF COMMERCE,

MANGALORE SOUTH INDIA.

TELEGRAMS: "CHAMBER"
TELEPHONE: 128

P. O. Box No. 116,

Date 20th February 1950.

To

The Hon'ble Sri M.Bhaktavatsalam B.A.,B.L.,
Minister for Public Works,
Government of Madras,
Fort St.George,
MADRAS.

Sir,

DEVELOPMENT OF MANGALORE AS AN ALL-WEATHER PORT

We have submitted to you, this day, by Registered Post, a copy of our Memorandum dated 15-2-1950, presented to the Hon'ble Minister for Transport & Railways, Government of India, on the above subject.

We request you to kindly bestow your sympathetic consideration on the same. A line in reply will be highly appreciated.

Thanking you,

Yours faithfully,
For THE KANARA CHAMBER OF COMMERCE,

P R Shenoy
Hon. Secretary

Copy to: The Secretary to the Government of Madras,
Public Works Department, Fort St.George,
Madras.

PWD(F)

Letter no. 662 F/50-1 dated 4.3.50

To

The Secretary,
The Kanara Chamber of Commerce.
Mangalore.

7 miscellaneous papers

Sir,

Sub: Development of Mangalore as an All-weather Port.

I am directed to acknowledge your letter dated 20th Feb. 1950 addressed to H M (PW) Sg. F.

Note: The main file dealing the above subject is linked to another file. This will be examined

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T M (I. C only) 3035F/505 P.W(7)

From: U. S. P.W Deptt. 16.3.50.

To: The D. P. C. 183/50 W

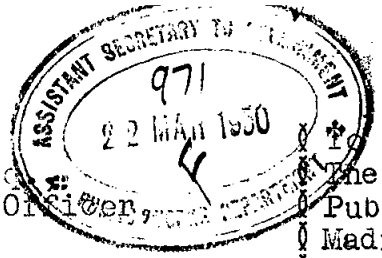
Formation of a Port Trust at Mangalore.
Representation. - Your No. 51284/
F1.CF 48.3 dt. 20.1.1950.

Please state when the further Communication on the above subject may be expected.

15/3/50

Kuw
15.3.50

15/3/50



From
J.M.Balmforth,Esq.,
Presidency Port Officer,
P.B.No.13,
Madras-1.

To The Secretary to Government,
Public Works Department,
Madras.

No.968 gl/50-1 dated, 20--3-- 1950.

Sir,

Sub:- Formation of a Port Trust at Mangalore - Representation by the Kanara Chamber of Commerce.
Ref:- Government Memo No.3035 F/49-3, dated 19-11-49 and further correspondence.

In forwarding herewith a copy of the Proceedings of the special meeting of the Port Conservancy Board, Mangalore held on 14-3-50, I have to state that in the circumstances, the formation of a Port Trust at Mangalore does not arise now.

2. Sanction of Government for the appointment of staff required for the Marine Surveys of Minor Ports has been applied for in this office letter to Government No.492 G1/50-2, dated 15-3-50.

Yours faithfully,

J.M.Balmforth

Presidency Port Officer.

p.t.o.

P.20.

Proceedings of the special meeting of the Port Conservancy Board, Mangalore held at the Port Office, Mangalore on Thuesday the 14th March 1950 at 10 A.M.

Present.

1. Janab Syed Ahmed, B.Sc.,(Hon.), Collector and President.
2. Sri L.G. Hardas, Port Officer & Vice Chairman.
3. Sri K. Sheshagiri Rao, Customs Collector, Mangalore - Member (Ex-Officio)
4. Mr.J.R. Fowler. - Member.
5. Mr. A.B.H. Dickson - do.
6. Mr.J.Kirkbride - do.
7. Sri G.G.Venkatraya Prabhu member
8. Janab M.Kunhammu do.
9. Sri. V.S.Kudva do.
10. Mr.C.G.Carlson do.

---

1. Read Resolution XVII and IX of the Port Conservancy Board held on 17-1-1950 and 14-2-1950 regarding the formation of a Port Trust at Mangalore and conversion as an all Weather Port.

"The Board recommends that the Government would be pleased to proceed immediately with the experiments at Poona and the Board desires that Mangalore should be converted into an all weather port provided the experiments at Poona are successful.".

Sd. S. Ahmed,
14-3-50.
Collector and Presidency.

(Tr copy)

P.20.

Sd/ M. Balaghat
Presidency Port Officer.

To

The Hon'ble Sri M. Bhakthavatsalam,
Minister for Public Works Department,
Government of Madras (Camp Mangalore

Sir,

In accordance with your instructions, I herewith submit my own personal views, on the points which you have raised.

I. THE OPENING OF A BAR IN THE RIVER GURPUR NEAR THANNIRBAVI VILLAGE PROPOSED BY SRI P.R.RANGANATHA PUNJA ON BEHALF OF THE SOUTH KANARA DISTRICT ADVANCEMENT ASSOCIATION IN ORDER TO PREVENT THE FLOODING OF LANDS ALONG THE GURPUR RIVER IN THE INTEREST OF THE GROW MORE FOOD CAMPAIGN

(a) EFFECT OF OPENING THE GURPUR BAR:- The Port at Mangalore is formed by the rivers Netravati and Gurpur which have a common outlet to the sea. The effect of this is that the bar at Mangalore maintains itself by natural means at a depth of 9 feet. There are slight fluctuations, but 9 feet may be considered as an average constant. This depth is normally greatest at the close of the monsoon floods and generally shows some deterioration by the commencement of the next monsoon. We may assume, therefore, that the combined flood waters of the two rivers have a scouring effect which results in deep water of about 27 feet at the gut, i.e., where the two rivers actually flow through the sandspit, and that this depth decreases to about 9 feet half a mile seawards at which point there is the least depth of water, referred to as the 'BAR'. Thereafter sea depths increase, conforming to the normal contours of the coast.

Ordinarily, the depth of the bars of the smaller rivers on this coast do not exceed more than about 5 feet. For instance, the bar of the Beypore river (Calicut) is about 5½ feet, and on the smaller ones they are considerably less. It will be seen, therefore, that Mangalore is favourably placed in regard to the depth of the bar. This is an important factor, as it allows of the entry of large sailing vessels into the smooth water of the river to enable them to load or discharge cargo. It may be stated here that the cargo traffic at Mangalore from vessels which cross the bar is very considerable. The actual figure for exports and imports is 1,34,578 tons and 1,59,402 tons, respectively, and the total figure for the port, including steamers, is 3,26,238 tons which figure constitutes sailing crafts traffic, coastal steamer traffic and foreign steamer traffic.

I consider it is necessary to stress here that the depth on the bar at the port of Mangalore is maintained by natural means and therefore it may be reasonably contended that any interference with the flow of water will have the effect of reducing that depth. The alternative is to deepen the bar by artificial means, which will necessitate the provision of a deep sea dredger. There are no such dredgers in any of the minor ports of the State except Tuticorin. The present dredging equipment of this port is as follows:-

(i) Cutter Suction Dredger with a dredging frame 14 feet in length having 12" suction and a maximum out-put of 150 cubic yards an hour. This is a dredger designed for working in smooth waters and is incapable of working in an exposed position at sea.

(ii) Grab Dredger with the bucket capacity of ¾ of a ton or approximately 20 cubic feet. The output of this dredger is very limited and it is incapable of working in an exposed position at sea.

The only large sea-going dredgers in the State of Madras are at the Major Ports of Vizagapatam, Madras, and Cochin. The dredgers at Vizagapatam and Madras are fully occupied. The dredger at Cochin,* however, is not fully occupied. The actual work in terms of hours dredged per annum is not known but it is assumed to be about 2 months actual working. To this may be added one month for maintenance purposes which means that normally, the dredger may not be

*The Lord Wellingdon

required for more than say half of its possible working time (outside estimate). This dredger, if made available at Mangalore, can cut the bar to any required depth and be back at Cochin within two months.

Alternatively, the dredger at Tuticorin, though smaller, could be used at Mangalore for the same purpose but would take longer to do the work. It is my opinion that the pooling of dredging assets constitutes a very important factor in port development, and the matter is worth pursuing through official channels.

While on the subject of dredging, the present cutter dredger of this port is capable of dealing with the inside problems and the Tuticorin dredger is capable of dealing with any bar problems whichmay arise as a result of cutting an opening in the Gurpur River for irrigational purposes, as has been afore mentioned.

In conclusion it may be mentioned that the proposal to convert Mangalore into an all weather port is already under active consideration and is held in abeyance only pending the result of the experiments to be undertaken at the Research Station in Poona. Should these experiments prove as successful as it is hoped that they will be, the plan envisaged for Mangalore is to provide a new entrance channel at an alignment roughly about 2.4 miles northwards of the existing entrance and further, by the bunding of the present backwaters on the northern and sourthern sides, to provide a smooth water basin and separate outlets for the rivers Gurpur and Netravati. This provision of a separate outlet for the Gurpur in itself solves the irrigational problem, with which we are now confronted, and it may therefore be considered that the experiments at Poona deserve to be expeditiously conducted in order that the problems with which we are now confronted may have an early solution.

2. The Port Conservancy Board: The Board at Mangalore consists of twelve members, three of whom are Ex-officio, namely (1) The Collector of South Kanara, who is the chairman (2) The Port Officer, Vice-Chairman (3) The Superintendent of Central Excise. The other nine are nominated members of whom two are nominees of the Kanara Chamber of Commerce. Of the remaining seven, the normal procedure is for the Collector to consult the Port Officer and submit his proposals through the Presidency Port Officer to Government. The tenure of office of members is three years. Previously members were re-nominated on expiry of their term almost as a matter of course, but a new Government Order has now been issued which has restricted this automatic re-nomination and has ordered that it is desirable that new persons wherever possible replace the old. At present there are three European members on the Board. Two of these members' terms expire within a very short time and although they were proposed for a further period of three years, this proposal has been rejected for the aforementioned reason. As there will thus be two vacancies in the near future, I shall consult the Collector and suggest the inclusion of a Municipal nominee for one vacancy. In the other vacancy it is perhaps desirable to include the Municipal Health Officer as a permanent ex-officio member of the Board. I am aware that it is not perhaps wise to include too many officials on any Board, but here it is desirable because the Municipal Health Officer is also the Port Health Officer. The constitution of the Board will then be 4 Ex-officio members, 2 nominees of the Kanara Chamber of Commerce, 1 nominee of the Municipal Council and five nominated members. Of these five members the next vacancy should be given to a representative of the Boat owners as their un-official representative on the Board will have completed his term shortly. The remaining four members will give sufficient weight to the individual shipping interests at the Port.

3. The Formation of a Port Trust: Departmentally this matter is at a standstill. The Presidency Port Officer considers that because the question of the conversion of this Port into an all weather Port is in abeyance the necessity for a Port Trust does not arise. I do not share that view, and contend that the formation of a Trust for the Port is an immediate necessity. I shall give my reasons.

33

At present, subject to the overall Control of Government, all powers of the administration of the Minor Ports in the State (except Tuticorin) are vested in the Presidency Port Officer. He cannot give a growing Port like Mangalore the individual attention it requires because it requires more attention now than any other Minor Port, excluding Tuticorin. This a plain fact - to compile figures and statistics to prove this statement requires time. The outstanding feature is the large increase in trade. Next there is the definite possibility for development because of that trade, a possibility which is not shared by any other Minor Port.

Thirdly a perusal of the relative powers of the Presidency Port Officer, the Port Conservancy Board and the Port Officer will reveal that, subject to the overall Control of Government, more power should be vested in the Board here in Mangalore, to at least the same extent as they are vested in the Board at Tuticorin, the two ports are identical in the degree of their importance.

4. AN ADDITIONAL PASSENGER WAITING SHED FOR THE PORT:

There is a considerable volume of passenger traffic between Mangalore and Bombay which is catered for during the non-monsoon months by a weekly fast passenger steamer service run by the Bombay Steam Navigation Company. The number of passengers weekly averages 500 both inward and outward. Owing to the fact that one of the intermediate ports, viz. Marmagoa, is outside the India Customs Union, baggage examination is necessary for all embarking and disembarking passengers. Further, the medium of transport from steamer to the Shore being either by launch or lighter makes this process of embarkation and disembarkation combined with customs examination a long and tedious one. Quite a number of these passengers are women and children.

At present there is only one shed at the port. It is used as a customs examination shed and has no adequate conveniences. Hence the provision of additional amenities for passengers is keenly felt, as for the most part passengers are required to wait in the open. One solution of these difficulties would be to insist that the Steamer Company provide the necessary amenities. I consider this inadvisable as this would give the Company a definite monopoly. The alternative is for the port to provide them. In making this suggestion, I have taken cognisance of the fact that the passengers themselves will solely benefit and in view of the fact that a small toll is levied at the port, it is quite reasonable for the port to accept the responsibility. In fact ~~this~~ inconvenience to passengers has become apparent to everybody.

The proposal now is to (a) improve the landing facilities in a manner ensuring that lighters and launches can lie alongside at the lowest state of the tide. I am attending to this departmentally and no special financial sanction will be required.

(b) The provision of an additional well-ventilated Waiting Shed with a closed ticket office, refreshment stall and sanitary convenience. This proposal has already been submitted. The estimated cost as furnished to the Port Conservancy Board comes within Rs.15,000/-. The Port Conservancy Board has recommended the proposal and it will be submitted to Government in due course. As there is no provision in the Budget for this expenditure, we have proposed that in the first instance, it may be met from the cash closing balance of the Landing and Shipping Fund.

We seek your assistance in having the proposal sanctioned and would ask that it is done as soon as possible in order that we may have this amenity for passengers by the commencement of the next season, which will be in September this year.

K Y Pillai
Port officer Mangalore.
27th April 1950

35

302—25-3-42.

*Received*_____194 *Registered*_____194

Subject.

Tuticorin Port Trust - Formation of - papers relating to - Government memorandum No.3035 F/49-6, P.W., dated 13-5-1950

ENCLOSURES.
No. 1 sheet
Spare copies

~~No.~~ No. 7(d)/1576 *Tuticorin, dated* 29th May 194 50

From (Name) Sri G.Chendamaraikannan,

Chairman, Port Trust,

To The Secretary to the Government of Madras,
Public Works (Marine) Department,
Madras.

Sir,

In reply I submit ~~xxxx~~ herewith copy of a G.O.No. 281 Mis. Revenue (Special) Marine Department dated 1-7-1919 together with a copy of a memorandum dated 7-4-1919 presented by some members of the Port Conservancy Board which considered it and sent it through the District Collector to the Presidency Port Officer for necessary action. The G.O. referred to above is the outcome of this. Accordingly as per G.O. the Port Trust Bill on the lines of the Madras Port Trust was drafted and sent to Government through the Presidency Port Officer. The Bill was published in English for general information in the Fort St. George Gazette in Part IV -

proceedings

Proceedings of the Madras Legislature dated 20-11-1923 - pages 129 to 147.

In the statement of Objects and reasons on page 147 it is stated:

> "It has been decided to effect very great improvements in and to develop the Port of Tuticorin. The present Bill provides for the constitution of a Board of Trustees to administer the Port under the control of Government".

The Bill was also published in Tamil on pages 1 to 33 of the supplement to the Tirunelveli District Gazette for January 1924.

Before the formation of the Tuticorin Port Trust Board, Tuticorin was under the Presidency Port Officer, Madras, and it is suggested that the Presidency Port Officer may be in a better position to give any further information on the subject. No other papers are traceable in this office please.

Yours faithfully,

Chairman, Port Trust.

28/5

MEMORANDUM

1. The general administration of the Port originally vested entirely in the Port Officer. Subsequently an advisory committee was adjoined to him in the form of a Landing & Shipping Dues Committee, with rights to collect certain dues but no discretionary powers as to their disposal and later on this Committee was enlarged into the present Port Conservancy Board. It is now proposed to go a step further and urge upon Government the necessity of creating a Tuticorin Port Trust on the lines of the Karachi and other Port Trusts for the following reasons:

2. The existing Port Conservancy Board practically remains a consultative body with very little discretion, its competencies are insufficiently defined, its powers over expenditure are kept within very narrow limits and its proceedings being subject to the approval of the Presidency Port Officer, cannot be called resolutions. In addition it has been laid down that the local Divisional Revenue Officer is to be at all times Ex-Officio President of the Board which is thus debarred from having presiding members of its own choice and does not possess the measure of independence to which it is entitled by virtue of its importance and the interests it represents.

3. The Presidency Port Officer having to superintend each and every port in the Presidency cannot be acquainted with the requirements or have at heart the interests of Tuticorin in the same degree as local residents, whilst Divisional Officers are continually on the move with very frequent changes and there is no direct representative on the Legislative Council to support and foster the interests of the Port.

4. That a system of this kind is not one likely to produce the best results can be easily understood. It is perhaps best shown in the manner in which the dredger Manar has been laid up here ever since the beginning of the war at an average cost of at about Rs 810 per mensem which this Port has to bear without return of any kind and without having any voice in the matter and it is further reflected in the rate of progress made by the Deep Water Harbour Scheme which is practically in the same state as when formulated by the Board in 1916, to the great detriment of the future prospects of Tuticorin.

5. Though therefore the development of the Port is without doubt an imperial responsibility and should be financed in the first place by the Government of India until it is made a Port worthy of its name it is essential that a greater amount of latitude should be enjoyed locally in respect of the regulation conservancy and amelioration of the Port. More especially does it appear necessary to be free from the present tutelage which if it cannot be said to be actually obstructive is certainly dilatory in its ways and by no means conducive to the progress of the Port. Competent men capable of administering Port affairs are to be found in Tuticorin just the same as in Bombay, Madras or other places where Port Trusts are already established, and it should be left to them to determine what improvements are required and having so determined with the approval of Government to execute them in the best possible manner and if necessary to borrow in the open money market for the purpose. And in view of the fact that this can best be obtained by the formation of a Port Trust with clearly defined powers and responsibilities, it

is

is recommended that the following resolution be submitted to Government:

"That for the reasons stated in this Memorandum and in the general interest of the Port, Government be requested through Presidency Port Officer, Madras to establish a Port Trust at Tuticorin on the lines of Karachi and other Port Trusts."

Sd/ Duncan Rivie
Sd/ A.L.C.Robinson
Sd/ M.Anantharama Rao
Members, Port Conservancy Board.

April 7th, 1919.

II.

Government of Madras.
Revenue (Special) Marine Department.
G.O.No.281, Mis. dated the 1st July 1919.
Read the following papers:-
From the Presidency Port Officer, No.2109/204 G., dated the 2nd June 1919.

O R D E R:

The Presidency Port Officer will be informed that while the Government are not prepared to decide whether a Port Trust Board should be formed at Tuticorin until they have received and considered the report of Sir John Wolfe Barry, Lyster and Partners on the proposed development of the Port, the Government have no objection to the Port Conservancy Board preparing in consultation with the Presidency Port Officer and submitting for the consideration of the Government the draft of a Tuticorin Port Trust Bill so as to save delay if it is finally decided to form a Port Trust Board. It is suggested that the bill should be drafted on the lines of the Madras Port Trust Act, 1905 unless its provisions are considered unsuitable.

(True extract)

A.Y.G.Campbell,
Ag.Secretary to Government.

(True copies).

J. Chandramouli
Chairman, Port Trust
Tuticorin.

61/9/6

39

Memo.No. 30357/49-9 Dated: 8.6.1950

Sub:- Creation of a Port Turst at Mangalore.

The Government consider that Port Trust may be created for the Port of Mangalore. The P.P.O. is requested to submit definite proposals in the matter on the lines obtaining at Tuticorin Port. at an early date

To

P.P.O.

1-6-1950

8/10/6

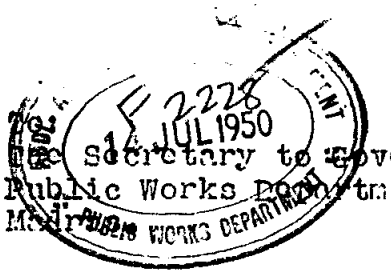
2.6.50

3650

Nil/7650

DP

From:
J.M.Balmforth Esq.,
Presidency Port Officer,
Madras.



To: The Secretary to Government,
Public Works Department,
Madras.

No. 2146 Gl/50-2 dated 12th July 1950

Sir,

Creation of a Port Trust at Mangalore - Government Memo No.3035 F/49-9 P.W., dated 8-6-1950. p39 ante --

Memorandum

With reference to the Government/cited, I have to state that as a preliminary to the creation of Port Trust at Mangalore, the Port Officer, Mangalore, has been asked to submit in consultation with the local Port Conservancy Board, proposals for the withdrawal of the port of Mangalore from the 'Western Group' of ports mentioned in Part II of Schedule I to the Indian Ports Act and for its constitution into a separate port for the purposes of that schedule, and also for the Port Fund account of Mangalore Port to be kept separate from the account of the Minor Ports Fund - vide this office Memo to the Port Officer, Mangalore, No. 2146 Gl/50-1 dated 12th July. 1950.- copy attached.

Yours faithfully,

J.M.Balmforth

Presidency Port Officer

AT/12.

No. 2146 Gl/50-1

Presidency Port Office,
Madras, 12th July 1950.

MEMO

Port of Mangalore - Port Fund - Constitution of - Proposals.

A copy of Government Memo No.3035 F/49-9, P.W., dated 8-6-1950, stating that they consider that Port Trust may be created for the port of Mangalore, is enclosed for information.

2. In order that Mangalore may be withdrawn from the 'Western Group' of ports and constituted as a separate port for the purposes of Schedule 1 to the Indian Ports Act, 1908 on the lines obtaining at Tuticorin Port, please submit Notifications as indicated below, in consultation with the Mangalore Port Conservancy Board. A copy of G.O. No.569, Finance (Marine) dated 29-11-1923 constituting separate Port Fund for the port of Tuticorin is enclosed for reference and return.

(1) A draft Notification under Section 33(2) of the Indian Ports Act, 1908, constituting Mangalore as a separate port - vide Notification I issued in the G.O. cited.

(2) A draft Notification under Section 34 of the Indian Ports Act, 1908, - vide Notification II issued in G.O. cited. It should be noted here that the rates of port dues authorised under this notification should be the rates actually "leviable" whereas the rates authorised under Section 33(2) above, would be the maximum - vide also the term "not exceeding" used in column (3) of the Notification I in the G.O. - copy enclosed.

The Port Fund, it is suggested, may come into being from 1st November 1950 taking into account the fact that 60 days have to elapse from the day the order is published in the official gazette before it can take effect - vide Section 33(5) of the Indian Ports Act.

(3) A draft Notification under the Section 36 of the Indian Ports Act appointing the Port Conservancy Board, Mangalore, to receive any dues etc. and to expend the receipts - vide Notification III in the G.O.

A statement should also be submitted showing the Port Fund's anticipated receipts and expenditure from 1-11-50 to 31-3-51, together with details of working charges.

3. The following proposals are also to be submitted in consultation with the Port Conservancy Board.-

(1) that the Port Fund be administered by the Port Conservancy Board, Mangalore, subject to the control of the Presidency Port Officer.

(2) that the working expenses of the Port Fund in its initial stages be met from the Landing and Shipping Fund of the port subject to adjustment as the balances of the Mangalore Port Fund become available.

(3) that from the date on which the new fund comes into being, the establishment charges of the Mangalore Landing and Shipping Fund may be charged direct to that Fund i.e. the Landing and Shipping Fund.

PRESIDENCY PORT OFFICER

To the Port Officer, Mangalore.

AT/12.

T. M. ND3035 2/49-10 Dt 22.8.50

From: A.S. P.W. Deptt

To: The C.P.C.

Creation of a Port Trust at Mangalore. Yom No. 2146 G1/50.2 dt. 12.7.1950.

Please state the stage at which the matter stands at present.

22/8/50

2871
10 SEP 1950
PUBLIC WORKS

From
J.M. Balmforth, Esq.,
Presidency Port Officer,
P.B.No.13,
Madras 1.

To
The Secretary to Government,
Public Works Department,
Madras.

No. 2146 Gl/50-3 Dated 8th September 1950.

Sir,

Sub:- Creation of a Port Trust at Mangalore -.
Ref:- Government Memo No.3035 F/49-9, P.W. dated 8-8-50 and Post copy of Telephonic Message from Government No. 3035 F/49-10, P.W., dated 22-8-1950.

I forward herewith a copy of letter No.2271/50-3, dated 17-8-50 with its enclosures from the Port Officer, Mangalore, submitting proposals for separating Mangalore from the Western Group of ports and constituting it as a separate port for the purposes of the First Schedule to the Indian Ports Act, 1908. It will be observed therefrom that the Port Officer in his Note to the Port Conservancy Board dated 10-8-50 pointed out that if it is decided to levy Port Dues at half of the maximum rates proposed in his Note, there will be a deficit of Rs.4,750/- for the period of 5 months from 1-11-50 and asked the Members to say whether the full rates mentioned therein may be proposed to be levied [illegible] Port Dues under Section 54 of the Act until the Fund has a sufficient cash balance upon which to operate. The Conservancy Board has however resolved to fix only half of the maximum amounts proposed under Section 33(2) as the rates to be levied at the port in respect of foreign ship and coasting steamer, that is, a uniform rate of Re.0-2-0 per ton for these two classes of vessels. But the due is payable by such vessels on each entry into the port - vide column 4 of the entries in the draft notification under Section 33(2), enclosed. The Board has given conditional acceptance for the constitution of Port Fund and has raised an unprecedented issue, viz., "adequate amount from Provincial Minor Ports Fund being transferred forthwith to the Mangalore Port Fund when constituted". The creation of Port Fund is also conditional to the creation of a Port Trust being immediately proceeded with thereafter. When Port Funds were constituted at the Ports of Visakhapatnam, Cochin and Tuticorin, no amount was transferred from the Minor Ports Fund to those respective Port Funds. Vide also my D.O.No.4430 G1/49-2, dated 18-11-1949 to Sri D. Amalorpavanathan, Additional Deputy Secretary to Government, Public Works Department, Madras.

2 I would invite a reference to para 4 of this office letter to Government No.2109/445 G. dated 13-8-1923 in respect of Tuticorin Port stating, "the working expenses of the Tuticorin Port Fund during its initial stages, may, if necessary, be met from the Landing and Shipping Fund of that Port subject to adjustment as the balance of the new Fund becomes available (page 2 of printed G.O.No. 1509 F(M), dated 29-11-1923. A free grant of Rs.19,000/- to Mangalore Landing and Shipping Fund for meeting the cost of a passenger shed has been sanctioned recently in G.O.No.2805 P.W., dated 2-8-50. Thus there is no case for the transfer of any amount from the Minor Ports Fund to the Mangalore Port Fund to be constituted.

3 I would suggest that the Port Fund may be constituted with effect from 1-12-50 if approved by Government and that proposals for the formation of a Port Trust will be submitted in due course subsequently as was done in respect of Tuticorin Port - Vide G.Os.No.509, Finance (Marine), dated 29-11-1923 and No.618, Finance (Marine) dated 18-12-24.

4 With the withdrawal of Mangalore from the Western Group of Minor Ports only one important port of call is left for foreign steamers, viz., Kozhikode. It is considered that the time has come to merge the Eastern and Western Groups and make payment of Port dues at any port in either group hold good for all ports.

Yours faithfully,

J M Balmforth

Presidency Port Officer.

Encl (6 sheets)

P.S.

V. URGENT

PRESIDENCY PORT OFFICE
2 SEP 1950
PORT OFFICE
MADRAS

16,002—20-4-39.

No 2271/50-3

Mangalore, 17th August 1950

From

THE PORT OFFICER,
MANGALORE.

To

The Presidency Port Officer,
MADRASS

Enclosures :

Subject:- Port of Mangalore - Port Fund - Constitution of proposals - submitted -
Ref:- Your Memo No.2146 G1/50-1 dated 12-7-1950 -

Submitted,

Copy of Resolution No.XV of the monthly meeting of the Port Conservancy Board, Mangalore held on 18-7-1950 and copy of the resolutions of the special meeting of the above board held on 12-8-'50 together with the note referred to therein, in duplicate, with reference to paras 3 & 2 respectively of your Memo read above and the draft notifications etc. called for in Para 2 of the Memo, are submitted herewith for favour of necessary further action.

As suggested in Sub-para 2 (2) of your above Memo, the Port Fund may if approved, be recommended to Govermet to come into being at this port on and from 1-11-1950.

The anticipated receipts and expenditure of the Port Fund for 5 months from 1-11-1950 to 31-3-1951 shown in the enclosed statement are those as revised since, with reference to the resolutions of the special meeting of the Board held on 12-8-1950.

As the entire cost of establishment belonging to the Mangalore Landing and Shipping Fund will be met from that fund direct from 1-11-1950 no details regarding that establishment are furnished in the statement attached.

Port Officer.

Copy of Resolution No.XV of the Port Conservancy Board, Mangalore, dated 18th July 1950.

Read Memo No.2146 G1/50-1 dated 12-7-1950 from the Presidency Port Officer, Madras calling for proposals for constitution of a separate Port Fund etc. for the Port of Mangalore in consultation with the Port Conservancy Board, Mangalore.

"Resolved - that the proposals of the Presidency Port Officer in his letter No.2146 G1/50-1 dated 12-7-1950 contained in para 3 be given effect. Conditional to -

(a) The creation of a Port Trust being immediately proceeded with thereafter,
(b) Adequate amount from the Provincial Minor Ports Fund

Fund being transferred forthwith to the Mangalore Port Fund, when constituted.

Copy of Resolutions of the Port Conservancy Board, Mangalore, dated 12th August 1950.

Read Para 2 of the Presidency Port Officer's Memo No.2146 G1/50-1 dated 12-7-1950 regarding the fixation of rates of Port dues for the Port of Mangalore from the date it is withdrawn from the "Western Group" and constituted as a separate Port for the purposes of Schedule I to the Indian Ports Act XV of 1908.

Also the Port Officer's note dated 10-8-1950 thereon.

"Resolved - I. That under Section 33 (2) of the Indian Ports Act XV of 1908 Part II of the First schedule -

(a) The entry Mangalore No.93 shall be deleted from the entries under "Western Group".

(b) after the entries relating to "Tuticorin" the following entries shall be inserted:-

Name of Port.	Vessels chargeable.	Rate of dues.	Dues how often chargeable in respect of each vessel
MANGALORE	Sea Going vessels of 15 Tons and upwards.	(a) FOREIGN VESSELS In the case of any Foreign Ship or Steamer calling at Mangalore Not exceeding Four Annas a Ton.	The due is payable on each entry into Port.
MANGALORE.	Sea Going vessels of 15 Tons and upwards.	(b) COASTING VESSELS In the case of a coasting ship calling at Mangalore: Not exceeding Two annas per Ton. (c) In the case of a Coasting Steamer calling at Mangalore - Not exceeding Four Annas a Ton.	The payment of the due at the Port will exempt the ship for a period of Sixty days from liability to pay the due again. The due is payable once in Thirty days.

"Resolved II - Under Section 34 of the Indian Ports Act 1908 the rates of Port dues leviable at the Port of Mangalore on Sea going vessels of 15 Tons and upwards shall be half of the maximum amounts prescribed for the Several Classes of vessels in entries (a) and (c) and the full rate for the Class of vessels in entry (b) in the third Column of the Notification".

NOTE TO THE PORT CONSERVANCY BOARD

Subject:- Port of Mangalore - Port Fund - Constitution of - proposals -
Ref:- Presidency Port Officer's Memo No.2142 G1/50-1 dated 12-7-1950 and Resolution No.XV dated 18-7-1950 of the Port Conservancy Board, Mangalore.

In the above resolution, the Port Conservancy Board approved to give effect to the proposals contained in Para 3 of Presidency Port Officer's Memo read above under certain conditions.

In order to submit the necessary draft notifications etc. called for in para 2 of Presidency Port Officer's letter ibid, it is necessary to fix, in respect of Mangalore Port, the rates of Port dues under Section 33 (2) and the rates at which they are actually leviable from the date that Mangalore Port is withdrawn from the Western group under Section 34 of the Indian Ports Act 1908 (Act XV of 1908).

The rates of Port dues in force in the state of Madras since 1-1-1948, are the full rates and are as follows:-

Class (a) at 0-4-0, (b) at 0-4-0, (c) at 0-6-0, (d) at 0-6-0, (e) at 0-2-0 and (f) at 0-4-0 per ton. It is therefore proposed to fix the rate of Port Dues for the Port of Mangalore from the date of its separation from the Western group under Section 33 (2) of the Indian Ports Act 1908 as follows:-

Rate of Port Dues.	Dues how often chargeable in respect of the same vessel.
Foreign vessels:	
(a) In the case of a foreign ship or steamer engaged in trade with the strait settlements calling at Mangalore - not exceeding four annas a ton.	The payment of the dues at the Port will exempt the ship or steamer for a period of 60 days from liability to pay the due again.
(b) In the case of any other foreign ship or steamer calling at Mangalore: Not exceeding four annas a ton.	The due is payable on each entry into the port.
Coasting vessels:	
(c) In the case of a coasting ship calling at Mangalore - Not exceeding two annas a ton.	The payment of the duesat the Port will exempt the ship for a period of sixty days from liability to pay the due again.
(d) In the case of a coasting steamer calling at Mangalore Not exceeding four annas a ton.	The dues is payable once in thirty days.

The average amount of Port Dues based on the figures of the previous 3 years (1947-50) at the rates now in force is Rs.31,917-0-0. The average total collections of the Port under Provincial Minor Ports Fund is Rs.35,426/-. The average amount of Port Dues from November to March based on the figure of the previous 3 years (1947-50) at the rates now in force is Rs.20,032-0-0 and the average total collection is Rs.22,442/-.

The amount of Port Dues anticipated to be realised for 1 full year April to March under classes (a) to (d) above which are the full rates from the date the Port of Mangalore is separated from the Western group based on the average figures of the last 3 years will be Rs.33,148/- and for 5 months from November 1950 to March will be Rs.21885/-. There will be a decrease of only about Rs.660/- if Port Dues under class (d) is fixed at 0-3-0 per ton against 0-4-0 per ton for 1 full year and also for 5 months from 1st November to 31st March. The total collections under the Mangalore Port Fund will be Rs.36,658/- and Rs.23,394/- respectively. If it is decided to levy Port dues at half of the rates proposed above the anticipated

Anticipated amount of Port Dues will be R.16,674/- for 1 full year April to March and R.10,[illegible]/- for 5 months from November 1950 to March 1951 and the total collections will be R.20,034/- and R.1[illegible]/- respectively.

The anticipated charges of the Mangalore Port Fund for 6 months is R.17,117/- as against the anticipated receipts of R.20,300/- If it is decided to levy the full rates of Port Dues from 1-11-1950. If it is decided to levy ~~half~~ Port Dues from 1-11-1950 at half the above rates there will be a deficit of R.4736/-.

In the circumstances the members of the Board are requested to offer their remarks as to whether full rates may be proposed to be levied from 1-11-1950 as proposed to be fixed under Section 34 (2) above until the Fund has a sufficient Cash balance upon which to operate.

Port office, Mangalore.)
Dated 10 August 1950.)

Port Officer.

Statement showing anticipated receipts and charges of the Port of Mangalore for 5 months from 1st November 1950 to 31st March 1951.

******

Details of receipts.	Amount.	Details of charges.	Amount.
Port Dues:-		Port Officer's Pay	Rs.3750- 0-0
Steamer tonnage (a) 62,046 (c) at two annas per ton	Rs.7755-12-0	Coir Allowance	500- 0-0
		Dearness allowance	500- 0-0
Sailing vessels tonnage (b) 50984 at two annas per ton.	6373- 0-0	Office Establishment including Wharf Supervisors and Boat Establishment.	2863- 4-0
	14128-12-0	Port Light Establishment	1077- 0-0
Ground rent	1227- 0-0	Officiating allowance for Establishment including Dearness allowance and House Rent.	500- 0-0
Fees levied under Acts:- Fees under Harbour Craft Rules, Ad-measurement fees, Note of Protests	254- 2-0	Stores, local purchase	600- 0-0
		Conveyance of stores	200- 0-0
Miscellaneous receipts	28- 4-0	Rents, rates and taxes	600- 0-0
		Printing, Stationery and Buildings.	100- 0-0
		Books and Periodicals	20- 0-0
		Miscellaneous charges now borne by Provincial Minor Ports Fund.	530- 0-0
		Repairs to buildings	1620- 0-0
		Presidency Port Office charges. Port and Light-House stores Stationery Livery for Peons, Boatmen and Lightkeepers. Pension	3277-14-0
			16138- 2-0
		Deduct amount of Coir Allowance paid to Port Officer to be recovered from General Revenues by adjustment	500- 0-0
Total	Rs.15638- 2- 0	Total	15638- 2-0

(a) and (b) The tonnage has been based on the average for the 5 months from 1st November to 31st March for the year 1947-48, 1948-49 and 1949-50.

Port office, Mangalore.)
Dated 17th August 1950.)

Port Officer.

Details of working charges of the Port of Mangalore to accompany statement of receipts and charges.

Number and particulars.	Cost for November 1950 to March 1951.
Port Officer's pay Rs.750 x 5 ...	Rs. 3750- 0- 0
Coir Allowance Rs.100 x 5 ...	500- 0- 0
Dearness Allowance Rs.100 x 5 ...	500- 0- 0
Office Establishment including Wharf Supervisors and Port Establishment:-	
One Head Clerk (Port Conservator) - (Rs.60-4-100-5-150) plus Rs.8 Special pay at Rs.100 & 8 p.m. for 3 months and at Rs.105 & 8 for 2 months ...	Rs. 550- 0- 0
Two Clerks (Rs.45-3-60-2-90) at Rs.60/- and Rs.54/- p.m.	570- 0- 0
One Wharf Supervisor (Rs.40-2-60) at Rs.48/- for 3 months and Rs.50/- for 2 months ...	244- 0- 0
Two peons (Rs.18-1/2-25) at Rs.25/- and 22/- p.m.	235- 0- 0
Two Boatmen (Rs.16-1/2-26) One at Rs.24/- & Rs.3/- Driving allowance for 3 months and at Rs.24-8-0 plus 3 for 2 months and one at Rs.16/- p.m.	216- 0- 0
Dearness Allowance to Head Clerk (Port Conservator) at Rs.27/- for 3 months and at Rs.28/- for 2 months	137- 0- 0
Do. to two Clerks at Rs.22/- each p.m.	220- 0- 0
Do. to One Wharf Supervisor at Rs.22/- p.m.	110- 0- 0
Do. to Two Peons at Rs.19/- each ...	190- 0- 0
Do. to Two Boatmen at Rs.19/- and Rs.18/- each	185- 0- 0
House Rent to Head Clerk (Port Conservator at Rs.10/-, two clerks and one Wharf Supervisor at Rs.5/- each and Two Peons and 2 boat lascars at Rs.3/- each p.m.	185- 0- 0
Uniform Allowance to Head Clerk (Port Conservator) at Rs.2-8-0 and Wharf Supervisor at Rs.1-12-0 p.m.	21- 4- 0
Port Light Establishment	
One Assistant Lightkeeper (Rs.25-1-35) at Rs.33/- for 3 months and at Rs.34/- for 2 months.	167- 0- 0
Special pay to Asst. Lightkeeper at Rs.5/- p.m.	25- 0- 0
C. Local allowance for do. at Rs.5/- p.m.	25- 0- 0
Two Morse Signallers (Rs.35-2-55) ... One at Rs.55/- and one at Rs.41/- p.m.)	480- 0- 0
D.A. to Asst. Lightkeeper at Rs.19/- ...	95- 0- 0
Do. to two Morse Signallers at Rs.22/- each	220- 0- 0
House Rent for two M. Signallers at Rs.5/- each	50- 0- 0
House rent to Asst. Lightkeeper at Rs.3/-	15- 0- 0
Officiating allowances for Establishment in leave vacancies.including D.A. & H.R. ...	500- 0- 0
Stores, local purchase ...	600- 0- 0
Conveyance of stores ...	200- 0- 0

Rents

Number and particulars.	Cost for November 1950 to March 1951.
Rents, rates and Taxes ...	Rs.600- 0- 0
Printing, Stationery and Binding	100- 0- 0
Books and periodicals ...	20- 0- 0
All other Miscellaneous charges now borne by the Minor Ports Fund:-	
Postage and Telegram charges	150- 0- 0
Hot and Cold weather charges ...	50- 0- 0
Mis. contingent charges ...	25- 0- 0
Petty contingent charges including cost of Revenue stamps and window delivery ticket	120- 0- 0
Port Boat contingencies ...	20- 0- 0
Contingent charges in connexion with buoys and Beacons ...	20- 0- 0
Aga Light charges ...	5- 0- 0
Flag staff contingencies ...	15- 0- 0
Morse signalling station contingent charges	25- 0- 0
Refund of Port Dues ...	100- 0- 0
Works and repairs	
Annual repairs to Port Office building	250- 0- 0
Do. to Port Officer's quarters	250- 0- 0
Do. to Boundary Pillars	20- 0- 0
Repairs to Light-House Store Room and Cabin	100- 0- 0
Do. to Electric fittings in Port Office buildings and Morse lamp Signal Station	250- 0- 0
Do. to Electric fittings in Port Officer's quarters ...	100- 0- 0
Special repairs to Port Office latrine	50- 0- 0
Survey of Port lands within Port limits owned by Port Department ...	600- 0- 0
	12860-4-0
Deduct amount of Coir allowance paid to Port Officer to be recovered from General Revenues by adjustment	- 500-0-0
Total	Rs. 12360-4-0

Port office, Mangalore.)
Dated 17th August 1950.)

Port Officer.

In duplicate.

NOTIFICATIONS.

I.

In exercise of the powers conferred by Section 33(2) of the Indian Ports Act 1908, His Excellency the Governor of Madras is pleased to make the following alterations in the entries in Part II of the First Schedule to the Act with effect from the 1st December 1950.

(1) The entry "Mangalore" shall be deleted from the entries under "Western Group".

(2) After the entrees relating to "Tuticorin" the following entries shall be inserted :-

Name of Port	Vessels chargeable.	Rate of Port Dues.	Dues how often chargeable in respect of same vessel.
(1)	(2)	(3)	(4)
Mangalore	Sea going vessels of 15 Tons and upwards.	Foreign vessels (a) In the case of any foreign ship or steamer calling at Mangalore - Not exceeding four annas a ton.	The due is payable on each entry into Port.
		Coasting vessels (b) In the case of a coasting ship calling at Mangalore - Not exceeding two annas a ton.	The payment of the due at the Port will exempt the ship for a period of sixty days from liability to pay the due again.
		(c) In the case of a coasting steamer calling at Mangalore - Not exceeding four annas a ton.	The due is payable once in thirty days.

II.

Under Section 34 of the Indian Ports Act 1908, His Excellency the Governor of Madras hereby notifies that, with effect from 1st December 1950, the rates of Port Dues leviable at the Port of Mangalore on sea-going vessels of the burthen of 15 tons and upwards shall be half of the maximum amounts prescribed for the several classes of vessels in entries (a) and (c) and the full rate for the class of vessels in entry (b) in the third column of the Notification I above.

III.

Under Section 36 of the Indian Ports Act 1908, His Excellency the Governor of Madras hereby appoints with effect from 1st December 1950, the Port Conservancy Board, Mangalore to receive any dues, fees or other charges authorised to be taken at the Port of Mangalore by or under the said Act and subject to the control of the Government of Madras to expend the receipts on any of the objects authorised by that Act.

Wm Salmond

President Port Officer.

P.v.

P.W(H)

Memo No. 3035 F/49. IId/. 5.10.1950

Sub: Formation of a Port Trust at the Port of Mangalore

Ref: From the P.P.O. No. 2146 C/50.3 d/- 8.9.1950.

The Govt. now consider that the proposals for the formation of a Port Trust at Mangalore should be placed before the National Harbour Board at its next meeting. The P.P.O is requested to prepare a comprehensive memorandum for placing it before the Bd.

To the P.P.O.

Letter No. 3035 F/49. IId/. 5.10.50

To

The Secretary to the Govt. of India, Ministry of Transport, New Delhi.

Sir,

Sub: National Harbour Board.

I am directed to enquire when the next meeting of the National Harbour Board will be held. This Govt. have a few subjects to be placed before the Bd.

Yours faithfully,

P.W(7)

T. M. (P.C only) 3035F/49. 13

10.11.50

From: A. S. P.W Deptt

To: The P.P.O.

Formation of a Port Trust at the Port of Mangalore. Govt Memo

Ref: I cor. 57 of No. 3035 F/49.11 P.W dt 5.10.1950

Please state when the comprehensive Memorandum called for in the memo cited may be expected.

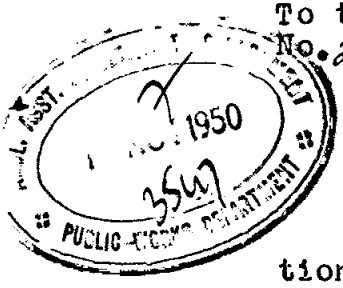
10/11/50

10.11.50

10/11/50

POST COPY OF TELEPHONIC MESSAGE

From the Presidency Port Officer, Madras.
To the Secretary to Government, P.W.D., Madras.
No. 2146 GB/50-5. dated 14-11-1950



Formation of a Port Trust at the port of Mangalore - Post copy of telephonic message from Government No. 3035-F/49-13 P.W. dated 10-11-50.

The comprehensive memorandum called for is under preparation by the Port Officer, Mangalore and will be submitted to Government at an early date. The Port Officer is being requested to expedite its submission.

Presidency Port Officer

AT/15.

Telegrams:
TRANSPORT:

Government of India
Ministry of Transport
--

No. 18-P(7)/50
New Delhi, the 1st December, 1950.

From

Shri C. Parthasarathy,
Under Secretary to the Govt. of India.

To

The Secretary to the Govt. of Madras,
Public Works Department,
Madras.

Subject:- National Harbour Board.

Sir,

I am directed to refer to your letter No. 3035-F/49-12 dated the 4th October, 1950, on the above subject, and to say that in accordance with the recommendation of the National Harbour Board at its first meeting held on the 28th August 1950, the question of appointing a special officer to collect information and make proposals regarding the administrative machinery and other improvements necessary in the minor ports is at present under the consideration of the Government of India. No useful discussion of any question relating to minor ports can be held until the special officer's report is ready. There is no other subject of major importance requiring a meeting of the Board in December, 1950 or January, 1951. The Government of India have not, therefore, fixed any agenda for the next meeting. I am to request that the subjects which the State Government desire to be placed before the National Harbour Board may be intimated to this Ministry in order to enable the question of the date of the next meeting of the Board to be considered further.

Yours faithfully,

(C. Parthasarathy)
Under Secretary to the Government of India.

P.W(7)

Letter No. 3035F/49.IInd/ 9.12.1950

To

The Secretary to the Govt. of India
Ministry of Transport.
New Delhi.

Sir,

Subt: National Harbour Board

*

With reference to Sri Parthasarathy's letter No. 18.P(7)/50 dated the 18th Dec. 1950 on the above subject, I am directed to state that this Govt desire to place the following subjects before the National Harbour Board:-

(1) Formation of a Port Trust at Mangalore.
and (2) Improvements to the Port of Beypore.

I am also to state that the detailed memoranda on the subjects will follow.

Yours faithfully

NG 9/12/50

9.12.50

9.12.50

Kuw 9.12.50

P.W(7)

OM No. 3035F/49.IInd/ 9.12.1950

Subt: Formation of a Port Trust at the Port of Mangalore.

*

Ref: From the C.P.O. No. 2146 G1/50-5 dated 14.11.1950

*

The C.P.O is requested to expedite the submission of the detailed memorandum on the above subject.

To
The P.P.O

9.12.50.

Kuw 9.12.50

NG 9/12/50

Comprehensive Memorandum for the formation of a Port Trust at Mangalore.

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1. The administration of the Minor ports in Madras State (with the exception of Tuticorin) is vested in the Presidency Port Officer, Madras. He is the head of the Department. Each of the principal minor ports, viz., Kakinada, Cuddalore, Nagapattinam, Kozhikode and Mangalore is in charge of a gazetted Port Officer. He is the administrative cum executive officer of the port concerned and is under the direct control of the Presidency Port Officer, Madras.

2. At Mangalore until October 1927, the Port Officer was assisted in the administration of the port by a non official body, called the Landing and Shipping Fees Committee. It was an advisory body. Subsequently the conservancy of the port has been transferred to a Port Conservancy Board. This body is also mainly advisory but is vested with some powers in the administration of the port. The members of the Mangalore Port Conservancy Board are appointed by the State Government on the recommendation of the District Collector from among the local merchants, shipping concerns, etc. The powers and constitution of the Port Conservancy Board are as given in the Annexure to this memorandum.

3. The principal sources of revenue at the port are Port Dues and Landing and Shipping Fees. (i) Port Dues are collected at the port on the tonnages of vessels of 15 tons and over that enter the port. This is under the Indian Ports Act 1908 (Act XV of 1908) and the dues so collected are credited to a consolidated Fund of the state known as the "Minor Ports Fund" which is common for all ports of the State. (ii) Landing and Shipping Fees are collected under the Madras Outports Landing and Shipping Fees Act, 1885 on all cargo landed and shipped at the port and credited to the Mangalore Landing and Shipping Fund which is local to the port. Landing and Shipping facilities are ordinarily provided from out of the Landing and Shipping Fund and occasionally from free grants or loans from the Minor Ports Fund.

4. The proposed formation of a Port Trust Board with fairly wide powers for the port of Mangalore in place of the present Port Conservancy Board on the lines of the one at Tuticorin has since the war been urged by the mercantile community of the place for the following reasons.-

(a) Mangalore has always been one of the important minor ports in the West Coast. Large scale improvements and developments of the port are contemplated, if the model experiments to be conducted by the Director of the Central Waterways Irrigation and Navigation Research Station at Poona are favourable for such developments. A reference in this connection is also invited to the Note enclosed with my letter to the Government of Madras No.2174 G1/50-1, dated 3-7-50 wherein the nature of the improvements and developments contemplated are given.

(b) The mercantile community of the place are desirous for the formation of a Port Trust Board and converting Mangalore into an independent minor port similar to Tuticorin port and are willing to pay for such development by way of increased dues commensurate with the cost of such developments.

(c) They therefore wish to have direct control responsible to the Government over the finances of the port to which they contribute as with wider powers they will have on the constitution of a Port Trust, they can borrow money with the approval of Government in the open money market for the purpose of financing port improvement schemes, as and when necessary. Extracts from the

Tuticorin

Tuticorin Port Trust Act 1924 pertaining to some of the powers of the Trust are also enclosed for favour of information (Chapter V, 32,33; Chapter VII, 67(1) & (2), Chapter IX, 88, 89, 90, 91 and Chapter VIII, 81, 82, 83, 84).

(d) Another factor in favour of the request of the merchants of the port is that if and when a Port Trust is formed the local Government may in their discretion at any time direct that the whole or any portion of the balance of the moneys which may be credited under the Indian Ports Act to the account of the Port Fund if any to be formed for the port of Mangalore be credited to the Board for the purpose of the Port Trust Act - Vide Section 53 of the Tuticorin Port Trust Act.

(e) The trade of the port which is increasing rapidly since the war warrants a measure of independent control and the formation of a Port Trust Board at the port. Statistics of trade, shipping and revenue of the port are as follows:-

Mangalore Landing & Shipping Fees*			Minor Port Fund collections at the port.	
	Receipts	Charges	Receipts	Charges.
1944-45	92,580	1,11,140	12,203	29,442
1945-46	1,14,861	88,493	22,243	34,013
1946-47	1,08,499	91,847	29,068	37,082
1947-48	1,10,079	1,10,474	32,407	43,069
1948-49	1,62,815	1,18,856	39,642	44,851
1949-50	1,74,751	2,28,325	41,665	46,603

*The Landing and Shipping Fees rates were enhanced by 25 % from September 1945, again enhanced by 50 % from October 1947 and again enhanced by 25 % from October 1950. The total increase on the rates is 100 % from October 1950.

Sea Borne Trade.	Tons
1944-45	Not available
1945-46	Not available
1946-47	184230
1947-48	215772
1948-49	266244
1949-50	326244

Shipping

	Entry Sailing vessels		Steamers		Clearance Sailing vessels		Steamers	
	No. of vessels	Tonnage	No. of vessels.	Tonnage	No. of vessels	Tonnave	No.of vessels	Tonnage
1944-45	3376	156760	3	1093	3394	156450	3	1093
1945-46	3370	159770	5	7648	3406	162041	5	7648
1946-47	3181	157521	57	62171	3226	157888	57	62171
1947-48	3133	166214	50	71085	3188	148607	50	71085
1948-49	3014	139333	81	100595	2905	124517	80	103130
1949-50	3353	168020	74	138420	3433	161205	74	140255

Presidency Port Officer.

No.2146-gl/50-6.

Forwarded to the Secretary to Government, Public Works Department, Madras with reference to Government No.3035 F/49-11, P.W., dated 5-10-50.

Madras, 21-12-1950.

Presidency Port Officer.

Note enclosed with this office letter to Government No.2174 G1/50-1 dated 3-7-1950.

13

IMPROVEMENTS TO THE PORT OF MANGALORE.

In his letter to the Government of Madras, in the Public Works Department, the Presidency Port Officer, Madras, submitted the following note on the improvements to the Port of Mangalore.

(Confdl. 4430 G1/49-3 d/21-12-1949

The West Coast Major Port Development Committee has recommended the development of Malpe into a major Port. In the light of the facts collected and presented by the Committee and an examination of the question from various aspects, the Government of Madras agree with the recommendations of the Committee and request the Government of India to take necessary steps to implement the recommendations. If, however, due to the present financial stringency it is considered necessary to postpone implementation of the above recommendation, this Government desire to impress upon the Govt. of India the need for effecting certain improvements to the port of Mangalore to serve the immediate needs of the area.

The proposed improvements are intended for berthing in sheltered water coasting steamers drawing about 12 to 14 feet. Mangalore is eminently suitable for such improvement for the following reasons.

a) It is the largest of the Minor Ports north of Calicut.
b) It has a fair amount of trade amounting to 2,60,160 tons per annum.
c) There are a number of established shipping firms and tile factories.
d) There are existing road connections from the interior for the movement of traffic and
e) It is a port where the proposed improvements can be undertaken without heavy initial financial commitments.

Mangalore has always been one of the important Minor Ports on the West Coast. Since the end of the war, trade at the port has revived considerably and the annual turnover of exports and imports has been 2,15,000 tons and 2,55,000 tons during the years 1947-48 and 1948-49 respectively. While the bulk of the cargo consists of tiles manufactured locally there are other commodities like coffee and cashew nuts which arrive by road from the hinterland. The town is well developed and progressive.

If the marine conditions are improved to make it possible for coasters to take in or discharge cargo and embark and disembark passengers in sheltered water, the port will be capable of handling a much larger quantity of trade without the necessity of other heavy consequential constructions or adjustments involving large expenditure.

The port is situated at the confluence of the two rivers Netravati and Gurpur. Of these Netravati is the bigger and deeper and near the mouth there are existing depths of 12 to 14 feet below L.W.O.S. The Gurpur which joins the above river just near the mouth being smaller and because of a right angled bend and flowing parallel to the coast line in a flat stretch has shallow depths. The existing departmental wharves are situated on the Gurpur river, but the major number of tile factories are sited on the north bank of the Netravati. While the depths within and near the mouth of the Netravati are fairly satisfactory, the depths over the bar across the mouth of the river are unsatisfactory, the available depth being only about 7 feet for most part of the year. Deepening of this portion over the bar is the first step necessary towards effecting improvements to the port. It is therefore suggested that an entrance channel leading to a mooring basin inside the river Netravati be dredged to a depth of about 18 ft. L.W.O.S.

Admittedly, any such dredging scheme presents the problem of maintenance expenditure which cannot be forecast without sufficient data. But probably no amount of 'outside' data alone can give as sufficiently accurate an idea as the one given by what has been termed the "cut and try" method. The merits of the proposed scheme for such a method are, firstly given a suitable dredger, (e.g.) like the

like the one at Cochin, the work can probably be finished within two months in the first instance; secondly, the cost will not be excessive being approximately 5 lakhs; and finally, if the maintenance expenditure should prove to be heavy and out of all proportion to the income of the port the scheme may be abandoned without resulting in any injurious effects to the port and conditions would return more or less to their existing state.

It is important to stress the fact that, while the loss which may result if the scheme were to prove unsuccessful, is not much, the benefits of the scheme if it should prove to be a success are considerable. The port would be able to handle a much larger quantity of trade and will in consequence help the natural easy development of part of the hinterland without having to wait for the Major Port to develop at a later date at Malpe. Further, development on these lines will fit into the general scheme of things wherein the country will, it is considered, have a coaster fleet with a number of ports to suit, in addition to the Major ports, a development which is bound to take place sooner or later. The taking up of this scheme will also provide valuable data for other similar ports which need development to suit the coasters of the future.

In the light of all the above considerations, this Government request the Government of India, to take early steps for improving Mangalore on the above lines, if it decided to postpone the development of Malpe as a Major Port as first step.

The Government of India, Ministry of Transport in their Resolution, Ministry of Transport, No.19-P (123)/49 dated the 27th March 1950, have observed as follows on the recommendation made by the West Coast Major Port Development Committee on the subject of the possibilityof siting a major port on the coast between Murmagoa and Cochin:

1) Having regard to the inadequacies in the report in respect of Malpe and the prevailing financial stringency, the Committee's recommendations on the need for and the siting of a Major Port should be deferred for the present and the question of undertaking a more thorough examination of the economic and engineering aspects of the project be considered when the financial position improved.

2) In the meantime, the question of improving the Minor port of Mangalore should be given consideration by the Government of Madras and to this end, model experiments should be conducted at the Central Water Power Irrigation and Navigation Research Station, Poona with a view to establishing the feasibility or otherwise of maintaining a dredged channel - (Madras Government Memo No.1070 F/50-1 P.W.D. dated 11-4-1950).

The Government of Madras, in their letter to the Government of India, Ministry of Transport No.3036 F/49-9 d/25-5-50 have suggested that the Director of the Central Water Power, Irrigation and Navigation Research Station, Poona, might be requested to visit Mangalore Port and to explain to the Engineering staff of the Port Department on the spot his requirements to enable the staff to carry out the work as early as possible.

/True Copy/

Presidency Port Officer.

BM.31.

195. Port Conservancy Boards - Revised rules -(1) (i) (a). - The constitution of Port Conservancy Boards under section 7(1) of the Indian Ports Act, 1908, at certain ports in the Madras Province is as shown in the annexure.

Ms.No. 49 P.W. 17-3-50.

(b) Nominated members shall hold office for a period of 3 years and shall be eligible for reappointment at the end of that period provided other suitable persons, who have not previously served on the Board, are not available. Applications for appointment or re-appointment as members of the Board shall be made to the Collector of the district who will submit his recommendations to Government through the Presidency Port Officer.

(c) Any non-official member who is absent for six consecutive meetings shall vacate his seat, but may be reinstated by the Chairman of the Board concerned.

(d) Four members shall form a quorum.

(e) The Collector or Sub-Collector at the port, as the case may be, shall be the Chairman of the Board and the Port Officer its Vice-Chairman.

(ii) The Board shall meet at least once in a month for the transaction of ordinary business and a copy of the proceeding of each meeting with a translation of the same in the language ofthe district shall be forwarded within three days to the Collector of the district for publication in the district gazette at the cost of the Board. A copy of the proceedings in English shall similarly be forwarded to the Presidency Port Officer.

(iii) Meetings of the Board shall invariably be held in the local Port Office.

(2) The Board, as the Conservator of the Port, shall exercise all the powers specified in sections 8 to 16 of the Indian Ports Act, 1908, and shall be in administrative subordination to the Presidency Port Officer. It will be entrusted with the supervision of all works, such as maintenance and dredging carried out at the cost either of the local Landing and Shipping Fund or of the Minor Ports Fund not specially entrusted to the Public Works Department.

(3) The Port Officer shall be the Deputy Conservator of the Port and the Board may from time to time delegate to him any of its powers as Conservator and may also modify or withdraw such delegation. In cases of emergency the Deputy Conservator may in his discretion exercise any of the powers conferred by law on the Conservator though the same has not been delegated to him. He should however report his action for the approval of the Board at its next meeting.

(4) The Presidency Port Officer will consult the Board before framing his budget proposals in regard to the Minor Ports Fund and will endeavour to embody its recommendations in the budget as far as possible.

(5) The Board is empowered to sanction estimates for original works and repairs to buildings, docks and other property of the local Landing and Shipping Fund with the exception of dredgers, launches, barges, punts and boats up to a limit of Rs.500 in each case provided that allotment f the expenditure in question exists in the budget or that

that a reappropriation is made under proper sanction to meet it and provided also, in the case of buildings, that they are not borne on the books of the Public Works Department. Proposals regarding repairs and improvements to dredgers, launches, barges, punts and boats should be submitted by the Board for the approval of the Presidency Port Officer and the Government.

(6) The Board is empowered to enter into contracts for the purchase and supply of stores and materials paid for from the Landing and Shipping Fund.

(7) The previous approval of the Board will be necessary for the payment of bills for supplies made and works executed at Madras under the orders of the Presidency Port Officer on behalf of the local Landing and Shipping Fund.

(8) The Board may on the recommendation of the Port Officer sanction the appointment or removal of menials such as peons, lascars, etc., paid for from the local Landing and Shipping Fund in cases where the appointment is non-pensionable and its maximum pay does not exceed Rs.18 per mensem.

True Extract

N. Ramamirtham
Superintendent

EXTRACTS OF THE TUTICORIN PORT TRUST ACT, 1924. 79

Chapter V - 32, 33.

CHAPTER V. - WORKS AND SERVICES.

32. The Board may execute such works and provide such appliances as it may determine to be necessary or expedient for the purposes of the port.

33. Such works and appliances may include -

(1) wharves, quays, docks, stages, jetties and piers within the port or on the foreshore of the port, with all necessary and convenient arches, drains, landing places, stairs, fences, roads, railways and approaches;
(2) railways, tramways, locomotives, rolling stock, sheds, warehouses and other accommodation for passengers and goods and other appliances within the port for carrying passengers and for conveying, receiving and storing goods landed, or to be shipped or otherwise;
(3) moorings for carrying out the purposes of this Act, and cranes, scales, and all other necessary means and appliances for loading and unloading vessels;
(4) reclaiming, excavating, enclosing and raising any part of the foreshore of the port which may be necessary for the execution of the works authorized by this Act, or otherwise for the purposes of this Act;
(5) such breakwaters and other works within or without the limits of the port as shall be expedient for the protection of the harbour or port;
(6) dredgers and other machines for cleaning, deepening and improving any portion of the port or foreshore;
(7) pilot-boats and other appliances necessary for the safe navigation of the port and of the approaches thereto within a distance of three miles from the limits of the port;
(8) vessels, steam tugs or other boats for use as well within the limits of the port as beyond those limits whether in territorial waters or otherwise, for the purpose of towing or rendering assistance to any vessel, whether entering or leaving the port or bound elsewhere, and for the purpose of saving or protecting life or property and for the purpose of landing, shipping or transhipping passengers or goods under section 40;
(9) boats, barges and other appliances necessary in connexion with the supply of water to shipping in the port;
(10) engines and other appliances necessary for the extinguishing of fires in the port and on the property of the Board;
(11) all such other works and appliances as may be, in the opinion of the Board, expedient for carrying out the purposes of this Act.

Chapter VII - 67, (1) and (2).

CHAPTER VII. - THE BORROWING POWERS OF THE BOARD

67. (1) The Board may, with the previous sanction of the (see note 2) (Provincial Government), (see note 3) (. . .) and after due notification in the (see note 4) (Official Gazette), raise loans for the purposes of this Act.

(2) Loans may be raised in the open market on Port Trust Securities or obtained from the (see Note 2) (Provincial Government) or the (see note 5) (Central Government). The terms of all loans shall be subject to the approval of the (see note 6) (Provincial Government).

Note:- 2. These words were substituted for the words "Local Government" by paragraph 4 (1), ibid.

3. The Government of India (Adaptation of Indian Laws) Order 1937. directed the omission of the words "and, in the case of a loan of not less than five lakhs of rupees, of the Governor-General in Council". The direction should have been to omit the words "and, in the case of a loan of an amount of not less than five lakhs of rupees, of the Governor-General in Council". The omission to include the words "of an amount" in the direction was obviously accidental and it will be rectified by the next Repealing and Amending Bill.

4. These words were substituted for the words "Fort St. George Gazette" by paragraph 4 (1) of the Government of India (Adaptation of Indian Laws) Order, 1937.

5. These words were substituted for the words "Government of India " by ibid.

6. These words were substituted for the words "Governor-General in Council" by Schedule II, ibid.

Chapter VIII - 81, 82, 83, 84.

CHAPTER VIII. - EXPENDITURE.

x x x

81. No expenditure shall be charged by the Board to capital without the previous sanction of the (see note 1) (Provincial Government).

82. Before any new work or appliance the estimated cost of which exceeds two thousand rupees, is commenced or provided by the Board, or any contract in respect of any such new work or appliance is entered into by the Board, a plan of and estimate for such work or appliance shall be submitted to, and approved by the Board; and, if the estimated cost of such new work or appliance exceeds twenty-five thousand rupees, the sanction of the (see note 1) (Provincial Government) to the plan and estimate shall be obtained before such work is commenced, or appliance provided.

83. Save in a case requiring immediate action, the Board shall not, without the assent of the [1](Provincial Government), spend on any item of expenditure any greater sum than shall have been allotted for that item in an estimate approved by the [1](Provincial Government) and for the time being in force.

84. (1) in a case requiring immediate action the Board may, without the assent of the [1](Provincial Government), spend on any item of expenditure on which the Board is empowered to spend money under this Act -

(i) any sum not exceeding five thousand rupees in excess of any sum which may have been allotted for that item in an estimate approved by the [1](Provincial Government) and for the time being in force:

(ii) any sum not exceeding five thousand rupees on any item for which no funds have been allotted in any such estimate.

(2) Whenever the Board sanctions any expenditure under sub-section (1) the Chairman shall forthwith report to the [1](Provincial Government) the circumstances of the case and the manner in which the Board proposes to meet the expenditure.

Note:-1These words were substituted for the words "Local Government" by paragraph 4 (1) of the Government of India (Adaptation of Indian Laws) Order, 1937.

Chapter IX - 88, 89, 90, 91.

CHAPTER IX. ACCOUNTS, ESTIMATES AND CONTRACTS.

88. The Chairman shall, at a special meeting to be held on or before the twentieth day of January in each year, lay before the Board an estimate of the income and expenditure of the Board for the financial year then next ensuing. Every such estimate shall be in such form as the [1](Provincial Government) may prescribe.

89. Such estimate shall be printed, and a copy thereof sent by post or otherwise to each Trustee not less than ten clear days prior to the day appointed for the special meeting before which the estimate is to be laid under section 88.

90. It shall be in the discretion of the Board, at such meeting, to pass or to reject the estimate, or to modify or alter it, and to pass it as so modified or altered.

91. (1) Every such estimate, when so passed by the Board, shall be submitted to the [1](Provincial Government) not later than the tenth day of February; and the [1](Provincial Government) may either approve the estimate, or may return it with remarks and may call for such additional information as they may deem necessary: and the Board shall forthwith proceed to reconsider the estimate with reference to such remarks, and shall furnish such additional information as the [1](Provincial Government) may call for and shall, if necessary, modify or alter the estimate and shall re-submit it to the [1](Provincial Government).

(2) The [1](Provincial Government) shall then pass, reject or modify all or any of the items entered in the estimate or add thereto any items. Provided that no such modification, rejection or addition be inconsistent with the provisions of this Act or involve the raising of a loan.

Payment of balance of Tuticorin Port Fund to Board.

55. The Local Government may in their discretion at any time direct that the whole or any portion of the balance of the moneys which may be credited under the Indian Ports Act, 1908 to the account of the Port Fund, if any, which may be formed for the Port of Tuticorin, after defraying therefrom all expenses legally chargeable to the said account, shall be paid to the Board for the purposes of this Act.

/True Extracts/

N. Ramanda

Superintendent.

85 P.W(7)

Letter No. 3035 F/49. 16 dt 17.1.1951.

To

The Secretary to the Govt. of India,
Ministry of Transport.
New Delhi.

Sir,

Sub: National Harbour Board.
Subject for meeting. Formation
of Port Trust at Mangalore.

*.

In continuation of this Govt. letter No. 3035 F/49 - 14 P.W (7) 9.12.1950 on the above subject; I am directed to forward a memorandum prepared by the P.P.O of this State ~~port~~ on the proposed formation of a Port Trust at Mangalore. I am to request that this subject may ~~might~~ be placed before the National

86

Harbour Board at its next meeting.

9.1.51.

10-5-51

Yours faithfully

13151

Copy to the P.R.O.

P.W.D.(F)

Ports - Formation of a Port Trust for Mangalore.

Ref: From the Kanara Chamber of Commerce, Mangalore, 'Welcome Address' to H.M.(P...) dated 16--9--1949.

-:oOo:-

"Secretary, P.W.

The question of Port Trust for Mangalore may now be taken up. The Chamber of Commerce will submit their case regarding the prior claims of Mangalore which when received may be forwarded to the Government of India.

M.B./16-9-"

===

In their welcome address presented to H.M.(P.W.) during his visit to Mangalore, the Kanara Chamber of Commerce have made the following requests:-

(1) Conversion of the Mangalore Port as a Major deep sea port;

(2) Providing a Port Trust for Mangalore Port;

(3) Installation of Transportable Generator sets for supply of electricity and a well balanced tariff;

(4) Expediting the laying of the highway which the Govt. of India have decided to construct;

(5) Surveying of the Malnad Areas of the District for the purpose of establishing all weather communications;

(6) Execution of the scheme for protected water supply to Mangalore;

(7) Construction of the Kulur Bridge;

(8) Provision of a Broadcasting Station for Mangalore;

(9) Representation in the Posts and Telegraphs Advisory Committee and

(10) Supply of Govt. publications;

Action has been taken separately in respect of items 3, 8 & 9 above ~~that~~ and necessary extracts will be sent to E. & P.H. in respect of item 6 as the subject matter relates to that Department. The remaining points are noted on below:

Item (1): Conversion of Mangalore Port into a Major deep sea port: It is submitted that though this Govt. pressed the claims of Mangalore for development as a deep sea port, the West Coast Major Port Development Committee appointed by the Govt. of India after carrying out sub-soil investigations have recommended that the new deep sea port should be sited at Malpe. This Govt. have generally endorsed the views of the Committee and the decision of the Govt. of India in the matter is awaited. In view of the minutes of H.M.(P.W.) at pp.23-24 n.f. of letter Mis.3603, P.W., dated 26-9-1949, the scheme prepared by the Kanara Chamber of Commerce for the conversion of Mangalore into an all weather port for small steamers and country craft at an approximate cost of Rs.40 lakhs has been forwarded to the Govt. of India for consideration. The scheme has also been referred to the P.P.C. for remarks. Subsequently with reference to the minutes of H.M.(P.W.) on p.1 n.f. in L.F.(II), the remarks of the Kanara Chamber of Commerce on the recommendations of the West Coast Major Port Development Committee for siting the new deep sea port at Malpe, have been remitted to the Govt. of India for consideration and they have been informed at the same time that a further communication will follow after the Chamber's remarks are examined by this Govt. The P.P.C. has now been asked to offer his remarks on the points raised by the Chamber and they are awaited. As the views of the Chamber on the need to select Mangalore for development as a Major Port are separately under the consideration of the Govt. no action seems called for in this file.

Item (2):- Creation of a Port Trust for Mangalore may be perused: In May 1948, the Kanara Chamber of Commerce suggested that a Port Trust should be ~~constructed~~ Constituted for the Port of Mangalore on the lines obtaining at the Port of Tuticorin. The P.P.C. who was referred to in the matter stated that even as it was, the Port was getting the advantage of the technical knowledge, experience and guidance of a big Deptt. at a considerably low cost than what it would have to pay to get the same quality of direction if it were an isolated unit. He also stated that with the limited resources of Rs.1,43,000/- per annum

as per the statement of the Kanara Chamber of Commerce, the Port could not pay for the technical staff of the requisite standard for progressive planning and improvement. It was then considered that no action was necessary, vide orders in circulation at p.56 n.f. of G.C. No.1753, P...., dated 15-5-48. The Chamber again represented that a Port Trust should be formed and H.M.(P...) minuted that this might be examined. The P.P.C. was accordingly asked to report the amount of receipts that went into the Provincial Minor Ports Fund from the Port of Mangalore and also the amount spent for Mangalore from the Provincial Minor Ports Fund with a view to examine the case further. He furnished figures for three years during Pre-War and for three years during the Post-War period. From the figures it was observed that the total receipts in 1947-48 from the levy of Port Dues, ground rent etc., at the port fell short of the ordinary expenditure incurred from the Minor Ports Fund and this deficit would further be increased if the expenditure of Rs.32,721/- on Post War Schemes at the Port met from the Minor Ports Fund was taken into account. As the future trade at the Port depended to a large extent on the decision of the Govt. of India regarding the development of a deep sea port on the West Coast between Mormugao and Cochin, it was considered that the question of the formation of Port Trust might be taken up, if necessary, after the decision of the Govt. of India in the matter was known. The Chamber was also informed accordingly vide letter No.2047-F/48-4, dated 19-1-49. The decisions of the Govt. of India on the recommendations of the West Coast Major Port Development Committee is still not known. In the circumstances stated above, it is for consideration whether ~~this~~ may lie over till the decisions of the Govt. of India ~~are~~ is known or whether the P.P.C. may be asked to examine the case further.

Item (4): relates to the formation of Cape Comorin to Bombay road to connect the National Highway No.4 at a point near Hubli or Belgaum and it has been provisionally decided that the expenditure on the development of this road should

be shared equally between the Central and Provincial Governments. The Central Government have also allotted a sum of Rs.3.44 lakhs for expenditure during current year on improvements to this road. The C.E.(H) has already been requested to expedite the preparation and submission of the estimates for all the 16 works proposed to be taken up during the current year for obtaining the technical approval and financial sanction of the Govt. of India. No further action is called for on this request.

Items 5 & 7: Improvement of communications in Malnad Areas:- With reference to a letter from Sri K.R. Karanth, M.L.A., on the subject, the remarks of the C.E.(H) have been called for and this question will be dealt with in that file.

Maintenance of roads:-

Against the allotment of Rs.262.41 lakhs asked for by the C.E.(H) for the maintenance of roads other than N.Hs in the Province for 1949-50, only a sum of Rs.200.41 lakhs was provided for in the Budget for 1949-50. The C.E. has represented about the inadequacy of the allotment and has pressed for the restoration of the allotment originally asked for by him. The matter was also discussed at the monthly conference held on 26-9-49. It was decided that the C.E. should realise the present bad ways and means position of the Government but it was however considered that the inevitable expenditure should be met even, if thereby, the C.E. exceeded the budget allotment. It may be expected that the essential repairs to the roads in the province including those in South Kanara District will be attended to by the Highways Department.

Kulur bridge:- An estimate for Rs.5.4 lakhs for the construction of this bridge was sanctioned in G.O. No.516, P.W., dated 15-2-49. In another connection the C.E.(H) has reported that detailed estimates are pending sanction by the S.E.(Bridges).

Necessary extracts from the current file relating to the maintenance of roads and to the Kulur Bridge may be forwarded to the C.E.(H) for necessary action. Draft memo is submitted.

H1 .5.

Pref (Pg 12)

Supply of Govt publications

Item 10: ~~Please see the Welcome address presented to the H.E. (P. 2).~~ This Deptt. is concerned with the request at 'M' on p.2 of the address. 'Madras Information' and its regional language counterparts are priced publications. Supply of these free of cost to the Chambers of Commerce does not appear necessary since the Chambers can well afford to subscribe for the journal, and the periodical is priced so ~~laid~~ low as to be available within the reach of all.

G 1

As for other free publicity materials like pamphlets they may be supplied to the Chamber of Commerce in this province. Adequate copies are furnished to the Collectors of Districts for free distribution and the Chambers of Commerce may be requested to contact the Collector for their requirements of these publications.

H

Thro A 31/10/49 29.10.49.

Kwn 29.10.49

R 31/10/49 K 1

R 31/10/49

EP Hen 3.11.49

R on p. 1 Cf. The Bill for the acquisition of all electrical undertakings in this Province has been published shortly and it will be introduced in this coming session of the Legislature. No action therefore seems called for so far as this request is concerned.

B1 31/10/49 MJ 31.10.49.

For orders.

'A' to 'K' in ff 1-5 above

Ag 4/11/49

Ag 3/11/49

Dr (J+P) 8.11.49

EP. II.

EP. H (H1)

The file has been sent to this deptt with reference to item (b) on p. 1 ante. Mangalore M.W.S. scheme is assigned the first place in the list of Mnl. W.S. Schemes to be newly provided in the Southern circle drawn up by the

MSW. 3035F/49-1

8/11/49.

SECRETARY TO GOVERNOR 8.11.49

p42 of 1949 (Misc. Dep)

63

W.S and S. Committee and approved by the Govt. The Scheme is also included in the five-year plan for M.W.S. and d. schemes recently approved by the Govt. While passing orders on the five-year plan in question, the CE has been informed that the Mangalore W.S. Scheme should be taken up immediately. In the circumstances no action is called for in respect of the representation re: Mangalore M.W.S. Scheme.

The file may be returned to

P.W.D. W.O.

9/11/49

E+P.H.U.O
87009/49-1-H1&2
10-11-49

The note s/~~and orders~~ of this Deptt on pp 1-5 ante, orders thereon on p 5 ante and the note of E&PH Deptt on pp 5-6 above may be perused. In view of the E&P.H note above, no further action is necessary in respect of A on p 1 ante. A draft memo to the P.W.O is submitted for approval with reference to C on p 3 ante. The draft already put up in respect of F on p 4 ante may now issue. A draft to the Kanara Chamber of Commerce is subd. for approval with reference to G & H on p 5 ante.

ASSISTANT SECRETARY TO GOVERNMENT
3662
11 NOV 1940
PUBLIC WORKS DEPARTMENT

15/11/49

15.11.49

Issued as Memo No 3035 P/49-3 dt 19.11.49 — PIIcf
from the P.P.O No. 5128 gl/48-3 dt 20.1.50 — pp 5-18cf

Please see the interim reply of the P.P.O and also its enclosure at pp 15-18 c/f

A Further communication from the P.P.O may be awaited till 1-3-50

Kum
24.1.50

2
26/II

Jr. A.S.

The further communication referred to in at A above has not been received. The P.P.O may be reminded now. Draft subd.

2
15/3/50

Kum
15.3.50

P14 C/F Issued as T.M. No. 3035 F/50.5 d/ 16.3.1950
Mh 21.2 C/F from the P.P.O No. 968 C1/50.1 d/. 20.3.1950

To A.S.

P11 C/F The question for consideration in this file is the formation of a Port Trust at the Port of Mangalore. This was considered in 1948 and it was decided that this question should be taken up if necessary after the decision of the Govt of India on the need for a deep sea port between Cochin and Mormugao was known. The Kanara Chamber of Commerce was also informed of this decision. The subsequent representation from the Kanara Chamber of Commerce was referred to the P.P.O for remarks. He has consulted P13 C/F the P.C. Board, Mangalore for its views. The Board does not recommend the formation of the Port Trust at present but has recommended that the model experiment at Poona suggested by the Central Board of Transport for improvements to Mangalore might be

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Carried out and that if the experiments are successful Mangalore Port should be considered an all weather port. In the circumstances the P.F.O has stated that the formation of a Port Trust at Mangalore does not arise at present.

2. As regards the staff for carrying out Marine Surveys at Minor Ports, referred to by the P.F.O in para 2 of his letter at p 2/c, it is submitted that the question is separately under consideration the decision of the Government of India on the recommendations of the Central Board (Transport) in the matter has not yet been communicated to this Govt. ~~by the~~

This file may therefore lie over till the decision of the Govt is known. It is perhaps unnecessary to give a reply to the Kanara Chamber of Commerce at present as the President of the Chamber Mr. V.S. Kudva was among those who were present at the P.C.Board meeting when X alone was recommended ~~for~~

May lie over as recommended

27.3.50

28/3/50

29.3.50

Q. A.S.

The Resolution of the Government of India on the Report of the W.C. M.P.O Committee has since been received and ~~has been~~ circulated to the ~~H.S.~~ H.T. (P.W) with a draft ~~letter~~ for the P.F.O. The file is received back with section from which a copy of the Resolution will be put up in this file and the proposed notes on Smt's tour acquired till 17-4-50.

11/4/50

12/4/50

9 PM(7)

To HS.

The question of formation of a Park Trust at Newtownabbey is being dealt with in the top file (LNC 662 F/50). No separate action is called for in this file. The papers in this file may be added to the top file.

W
2.550

Kwn
2-5-50

Q
3.530

VI

Pw(7)

Subt: Development of Mangalore as an All weather Port.

*

p1 CF. Ref: From the Kanara Chamber of Commerce Mangalore, letter dt. 20.2.1950

*

To A.S

The letter from the Kanara Chamber of Commerce, Mangalore at p1 CF, and the copy of the memorandum on the development of Mangalore into an all weather port presented to the Hon'ble Minister for Transport and Railways, Govt of India, placed below may be perused. The letter on p1 CF, has been acknowledged with reference to the minute of Secy (PW) on p1 CF.

2. The Kanara Chamber of Commerce has ~~suggested~~ made the following suggestions:-

(i) that Mangalore Port should be developed as an all weather port at an approximate cost of Rs 40 lakhs;

(ii) that a Port Trust should be formed at Mangalore; and

(iii) that Mangalore should be linked with Hassan;

3. As regards item (i) in para 2 above attention is invited to the remarks of the P.O. on the 27.30 CF in file No 3036 F/49, Memo No. 3:36 F/49-3 dt. 17.12.1949, P.O's reply at ~~N/35~~ 39. 42 CF, D.O. to the Govt of India at p43 CF of that file. The Govt of India placed the note prepared by the P.O.L. before the 6th meeting (for improvements to Mangalore Port) of the Central Board of Transport held in Madras on the 6 Jan 1950. The Board considered that the estimated expenditure of Rs. 5 lakhs on experimental improvements to the Port was a Service under estimate. Mr. C. P. Alexander (Chairman Madras Port Trust) suggested model experiments at Poona with a view to establishing whether a channel could be

maintained ~~x~~ at as a preliminary to this Govt undertaking improvements at Mangalore. The Board agreed with this view. The S.P.O has now subd. proposals for the appointment of staff for Masonic Survey Work. In the circumstances no further action is called for. ~~*~~ on the present representation of the Chamber for improvements to Mangalore Port.

4. As regards the formation of a Port Trust at Mangalore referred to in item (b) in para 2 above, it is subd. that the matter is separately under consideration

5. Para 2(iii) on p. 1 above - Proposal for linking Mangalore with Hassan by railway:- Attention is invited to portion marked 'A' on pp 9-11 of the Memorandum at (Z), and to the decision of the Central Board of Transport at X on p. 69 Cf of L.F. (C No 3036 F/49). It will be seen that this proposal was considered by the Central Board of Transport very recently and decided to be held over for the present, apparently in view of the present financial stringency. The Govt. of India have not been able to provide funds even for some of the schemes which have already been agreed to by them and decided to be sanctioned for construction. In the circumstances, no further action seems called for on the present representation.

18.3.50 Rly 23.3.50

24/3/50 24.3.80

25/3/50

27.3.50 31.3.50

13

To A.S.

The letter from the Kanara Chamber of Commerce Mangalore at p.1 c.f. and the copy of the Memorandum on the development of Mangalore into an all weather port presented to the Hon'ble Minister for Transport and Railways, Govt. of India placed below may be perused. The letter on p.1 c.f., has been acknowledged with reference to the minutes of H.M.(P.W.) on p.1 c.f.

2. The Kanara Chamber of Commerce has made the following suggestions:-

(i) that Mangalore Port should be developed as an all weather port at an approximate cost of Rs.40 lakhs;

(ii) that a Port Trust should be formed at Mangalor and

(iii) that Mangalore should be linked with Hassan.

3. As regards item (i) in para 2 above attention is invited to the remarks of the P.P.O. on pp.27-30 c.f. in file No.3036-F/49, Memo. No.3036-F/49-3, dated 17-12-49, P.P.O's reply at pp. 35, 39-42 c.f. of the P.P.O. to the Govt. of India at p.43 c.f. of that file. The Govt. of India placed the note prepared by the P.P.O. for improvements to Mangalore Port before the meeting of the Central Board of Transport held in Madras on the 6th January 1950. The Board considered that the estimated expenditure of Rs.5 lakhs on experimental improvements to the Port was a serious under-estimate. Mr. G.P.Alexander Chairman, Madras Port Trust, suggested model experiments at Poona with a view to establishing whether a channel could be maintained or not as a preliminary to this Govt. undertaking improvements at Mangalore. The Board agreed with this view. The P.P.O. has also now submitted proposals for the appointment of staff for Marine Survey Work and they are separately under consideration. In the circumstances no further action is called for on the present representation of the Chamber for improvements to Mangalore Port.

4. As regards the formation of a Port Trust at

14/

662-F/50

Mangalore referred to in item (ii) in para.2 above, it is submitted that the matter was placed before the P.C.Board Mangalore for its views. The Board has requested that the model experiments at Poona suggested by the Central Board of Transport might be carried out. In the circumstances, the P.P.O. has stated that the question does not arise at present. This Deptt. have proposed to ~~say~~ agree with the views of the P.P.C.

There is no connection between the two items. There is a Rail-Trust functioning

NG 24.4.50

27.4

5. Para 2(iii) on p.1 above. - Proposal for linking Mangalore with Hassan by railway:- Attention is invited to portion marked 'A' on pp.9-11 of the Memorandum at (Z) and to the decision of the Central Board of Transport at 'X' on p.69 c.f. of L F(3036 F/49) It will be seen that this proposal was considered by the Central Board of Transport very recently and decided to be held over for the present, apparently in view of the present financial stringency. The Govt. of India have not been able to provide funds even for some of the schemes which have already been agreed to by them and decided to be sanctioned for construction. In the circumstances, no further action seems called for on the present representation.

NG 24.4.50

The file may now be circulated to H.M.(P.W.) for orders whether the papers may now be lodged. No reply to the Kanara Chamber of Commerce seems necessary.

24.4.50

Kow 21.4.50

24.4.50

24.4.50

24.4.50

Thro' Section

21.4.50

24.4.50

Cir 25/4 N 29/4

Hon (P.W.) noted instructions

Seeing memo and line by the Secretary

27.4

or

25/4/50

Routine 15 P.w. 71

To H.S.

Sub: File relating to ... Madras
of a Port Trust at Tuticorin
—x—

With reference to the marginal note
H.S. III ... papers relating to the Tuticorin
Port Trust, ~~to~~ relating to 1920. 1924 which
would have a bearing on the subject were
called for from M. R.O. As the papers received
from the M R.O. have not contained any
information ... the P. W. D was consulted in the
matter. The papers received by the P.W.D were
called for from the M. R.O. and examined.
As these papers also had not contained any
information relating to the circumstances under
which the a Port Trust was formed at
Tuticorin, the C.T. P.T. has been consulted in
the matter vide f. 7 ante in the routine file.
The C.T. P.T's reply may be awaited ... 23.5.50

17.5.50

19.5.50

NCS 19.5.50

H.R.F. 19.5.50

H.R.F. 19.5.50

P.W.(F).

To A.S.

The point for consideration in this file is the formation of a Port Trust at the Port of Mangalore. In May 1948, the Kanara Chamber of Commerce suggested that a Port Trust should be constituted for the Port of Mangalore on the lines obtaining at ~~the~~ Port Tuticorin. The P.P.O who was referred to in the matter was not for it mainly on financial considerations vide para 10on p.334cf.at p. 'Q'. It was then considered that no action was necessary vide orders in circulation at p.56 of G.O.1753 P.W.D. dated 15.5.1948. The question was again raised by the Kanara Chamber. After obtaining figures of trade etc. from the P.P.O. it was considered that as the future trade of the port depended to a larger extent on the decision of the Government of India on the development of a deep sea port on the West Coast between Cochin and Marmugao, the question might be taken up if necessary after the decision of the Government of India in the matter was known. Again in Septr.1949, the Chamber stressed the need for formation of a Port Trust for Mangalore. H.M.(PW) then minuted that the question might be taken up. The remarks of the P.P.O. were therefore called for. He placed the matter before the P.C.Bd., Mangalore, but the P.C. Bd. requested that the model experiments at Poona suggested by the Central Board of Transport might be carried out. The P.P.O. therefore stated that the question of the formation of the Port Trust did not arise.

While the file was circulated, H.M.(P.W.) minuted as follows:--

" There is no connection between the one and the other. There is a Port Trust for Tuticorin".

In the note submitted by the Port Officer, Mangalore to H.M.(P.W.) during his visit to Mangalore on 27.4.1950, H.M.(P.W.) minuted that the question of the formation of the Port Turst need not be defered but may now be taken up.

2. To consider the claims of Mangalore Port for having a separate Port Trust, a comparative study of the circumstances that led to the formation of a Port Trust at Tuticorin and the conditions that are now obtaining at Mangalore may be helpful. The points urged by the Kanara Chamber of Commerce for the formation of a Port Trust at Mangalore are as follows:--

Reasons for a Port Trust at Mangalore

(a) The limited powers now vested in the P.C. Board tends to retard the progress at a steadily growing port like Mangalore where large sums will necessarily have to be spent on improvements to the port such as provision of Quays, roads, railways, cranes, warehouses, excavation of basins and the reclamation of land and the Port authority should have power to pass expenditure upto at least Rs.25,000/- on items included in the budget.

(b) The Port authority as constituted by the Act will have direct access to the Government. Much time can be saved between the working out of plans by the Board and the obtaining of sanction.

(c) The Board will have authority to increase rates in order to meet increased expenditure. This will mean that a property ~~through out~~ thoroughfare scheme of development can be put into effect in stages.

(d) The Board will have authority to borrow money for purposes of development. The ability to raise loans will be of immense value to the Board.

(e) The Board will be able to employ the necessary staff to carry out a programme of development. In this connection attention is invited to the C.T.P.T.'s letter at pp.35-38 cf. The circumstances that led to the formation of a Port Trust at Tuticorin were as follows:-

Comparison with Tuticorin

(a) The P.C. Board Tuticorin practically remained a consultative body with ~~in the~~ very little discretions and its powers were very limited. The Board did not have the measure of independence to which it was entitled by virtue of its importance and the interests it represented;

(b) The Presidency Port Officer had to superintend each

and every port in the Province and was not expected to be acquainted with the requirements or could not have at heart the interests of Tuticorin in the same degree as local residents. The R.D.O's. who were the chairmen of the Board were continuously on the move with very frequent changes and there was no direct representative on the Legistative Council to support and foster the interests of the Port.

(c) The Port had no voice in the laying up of the dredger 'Manar' since the beginning of the War in 1914, which resulted in heavy expenditure. The Harbour Scheme formulated by the Board in 1916 had practically no progress even in 1919.

(d) Though the development of the Port was the responsibility of the Government of India it was considered essential that a greater amount of latitude should be enjoyed locally in respect of the regulations, conservancy and amelioration of the Port;

(e) Competent men for administering the Tuticorin Port were available locally and it was deemed advisable to them to determine what improvements were required and with the approval of the Government to execute them in the best possible manner and if necessary to borrow money in the open market for such purpose. The formation of the Port Trust with clearly defined powers and responsibilities was necessary.

Though the Government stated that they were not prepared to decide whether a Port Trust should be formed until they received and considered the report of Messrs. John Wolfe Barry Lyster and partners on the proposed development of the port, they however had no objection to the P.C. Board preparing and submitting for the consideration of the Government the draft of a Tuticorin Port Trust Bill. The Tuticorin Port Trust Act was eventually passed in 1924.

3. The case of Mangalore is more or less analogous to that of Tuticorin for the following reasons:--

(i) The reasons adduced for the formation of a Port Trust at Mangalore are almost the same as those for the formation of a Port Trust at Tuticorin vide para 2 above.

(ii) The development of a deep sea port at Tuticorin was under consideration at the time of the formation of the Port Trust at Tuticorin. As regards Mangalore various schemes for the development of the Port have been submitted and considered recently. The Kanara Chamber of Commerce originally suggested that certain improvements should be effected to the Port such as dredging of an entrance channel, provision of a basin and the deepening and maintenance of boat channels of sufficient depth to enable country craft to load alongside the factories. Subsequently a scheme submitted by the Chamber for the development of Mangalore into an all weather port capable of accomodating motor and steam vessels drawing upto 12 feet and serving as a refuge in times of stress for sailing country craft plying on the West Coat at a cost of Rs.40 lakhs was considered. The P.P.O. who was consulted in the matter reported that the scheme of the chamber was not based on experts advice and in order to improve Mangalore to accommodate steam and motor coasters he suggested as an experimental measure the dredging of the entrance channel through the mouth of the Netravathi and he also prepared a note on the subject. This Government requested the Government of India to place the note prepared by the P.P.O for consideration by the Central Board of Transport at its meeting held on 6.1.1950 along with the report of the West Coast Major Port Development Committee for the development of a deep sea port between Cochin and Mormugao on the West Coast. The Bd. recommended that siting of a major port should be deferred for financial consideration and that the question of improving Mangalore Port should be given consideration and to this end, model experiments should be conducted at the Inland Water-

ways, Navigation and Research Station, Poona with a view to establishing the feasibility or otherwise of maintaining a dredged channel at Mangalore. The Govt. of India also agreed with the above recommendation. This Govt. have accordingly now asked the Govt. of India to make necessary arrangements with the Director of the Research Station at Poona for the necessary experiment and their reply is awaited. The P.P.O. has remarked previously that Mangalore is a port which is bound to find a place among the ports suitable for development to accommodate steam and motor coasters with the gradual expansion of the Indian Merchant Navy on the Indian Coast. Further the Port Officer has now stated that there is large increase in trade at Mangalore. He has also stated that Tuticorin and Mangalore are identical in the degree of their importance. In the circumstances there seems to be a need for the creation of a Port Trust for Mangalore. It is therefore for consideration whether the P.P.O. may be asked to submit definite proposals in the matter. Subject to orders the draft below is for approval. The file may be circulated to H.M.(P.W.). after issue of the memo letter to P.P.O.

To A.S.

The P.P.O's reply in the memo on p 39 cf. may be awaited till 15.7.50

From the P.P.O. No. 2146 C1/50-2 dt 12.7.50 N 41-44

To A.S.

The note on N 17-20 ante, the Memo to the P.P.O on p 39 C.F and his reply thereto on N 41-44 C.F may be perused. Further communication from the P.P.O may be awaited till 20.8.1950

21/7/50

MW. 22/7/50

KGW 24.7.50

To A.S.

The further communication referred to at N above has not been received. The P.P.O may now be reminded. Draft

Submitted 21/8/50

22/8/50

(G.I) 24/8/50

Kum 24.8.50

Issued as T. N. No. 3035 F/49.10 dt 22.8.50 from the P.P.O No. 2146 C1/50-3 dt 8.9.50

To A.S.

The file deals with the formation of a Port Trust at the Port of Mangalore. The typed note on pp.17-21 ante explains the previous history of the case. In the Memo. on p.39 c.f., the P.P.O. was told that the Govt. considered that a Port Trust might be formed at Mangalore and he was asked to submit definite proposals in the matter on the lines obtaining at the Port of Tuticorin. The P.P.O. has forwarded a copy of the letter from the Port Officer, Mangalore, submitting proposals for separating Mangalore from the Western Group of ports and constituting it as a separate port for the purpose of the First Schedule to

N 49-55 C.F.

the Indian Ports Act, 1908. He has stated that the P.O., Mangalore has pointed out to the members of the P.C.Board that if it is decided to levy Port dues at half of the maximum rates detailed at 'A' on p.51 c.f., there would be a deficit of Rs.4,736/- for the period of five months from 1-11-1950 and asked their opinion as to whether the full rates as proposed might be levied under section 34 of the Act until the fund had a sufficient cash balance to operate upon. The P.C. Board has however resolved to fix only half of the maximum amounts proposed for foreign ships i.e. a uniform rate of annas 2 per ton for coasting steamer as well as foreign ship. The P.P.O. has also stated that the Board has given conditional acceptance for the formation of the Port Fund and has suggested that adequate amount from the Provincial Minor Ports Fund should be transferred to the Mangalore Port Fund, when constituted. The creation of the Port Fund is also conditional to the creation of a Port Trust being immediately proceeded with thereafter He has pointed out in this connection that when Port Funds were constituted at the Ports of Visakhapatnam, Cochin and Tuticorin, no amount was transferred from the Minor Ports Fund to those respective Port Funds. He has also referred to his suggestion in 1923 in respect of Tuticorin Port that the working expenses of the Tuticorin Port Fund during its initial stages might if necessary, be met from the Landing and Shipping Fund of the Port subject to adjustment as the balance of the new fund became available. The P.P.O., however considers that there is no case for the transfer of any amount from the Minor Ports Fund to the Mangalore Port Fund, to be constituted as the Govt. have recently sanctioned a free grant of Rs.19,000/- from the Minor Ports Fund to the Mangalore L. and S. Fund for construction of a passenger shed at the Port.

2. The P.P.O. has suggested that the Port Fund might be constituted with effect from 1-12-1950 and that he would submit proposals for the formation of a

Port Trust in due course, as was done in respect of the Tuticorin Port.

3. The P.P.O. has stated that with the withdrawal of the Mangalore from the Western group of minor ports, only one important port of call is left for foreign steamers, viz., Kozhikode. He considers that the time has come for merging the Eastern and Western Groups and making payment of Port Dues at any port in either group holding good for all ports.

4. It may be mentioned in this connection that recently the P.P.O. enquired whether the proposal for the creation of a Port Trust at Mangalore might be introduced by him in the meeting of the National Harbour Board on 28.8.1950 as the Central Govt. have concurrent authority over minor ports under the Constitution of India. He was however informed that as the proposal had not been examined in detail and no decision had been arrived at, it was premature for discussing the proposal at the meeting held on 28-8-1950. Attention is however invited to the Proceedings of the meeting of the National Harbour Board. It would be seen from the decisions arrived at on the first item of the Agenda viz., composition and function of the National Harbour Board, that this subject will have to be placed before that Board before proceeding with the question further. Submitted for orders whether in the circumstances, the P.P.O. may now be asked to prepare a comprehensive memorandum and place it before the National Harbour Board at its next meeting.

A

B

A

'A' above is for Consideration

22.9.50

Khow 22.9.50

25/9/50

This matter if discussed at the meeting of the National Harbour Board, will facilitate the work of the formation of the Port Trust at Mangalore. It will also be easy for obtaining the concurrence

30.35 PM 50

of the Govt. of India as 'major Ports' is a concurrent subject under the Constitution of India. As it will take time for the National Harbours Board to meet, we may perhaps address the Govt. of India and obtain their views in the matter. If they agree, steps will be taken for drafting the required Bill.

NRG
30/9/50

The National Harbours Bd might meet after a few months, I think & in any event once a year. But it might not meet at Delhi & I think we might have a scheme prepared simultaneously & also write to Delhi and ask them when the Bd might meet next. Hon (PW) might please see

A

B

DP
30/9/50

Hon PW.
3.10.

Wi 3/10

M.S.

To A.S.

With reference to the order at A above, a draft memo to the P.P.O asking him to prepare a comprehensive memorandum on the subject is submitted for approval. A draft letter to India is also submitted for appl. with ref to B above.

4.10.50
Kiss
4.10.50

4/10/50

NRG
5/10/50

Issued as Memo. No.3035-F/49-11, d/5-10-1950. p.59 c.f.
" letter No.3035-F/49-12, d/5-10-50. p.59 c.f.
From the Govt. of India, Ministry of Transport, p.59 c.f.
Letter No.18-P(7)/50, dated 1-12-1950.

To A.S.

The typed note from bottom of p.22 ante may be perused. With reference to the letter to India at p.59 c.f., they have stated that there are no other subjects of major importance necessitating the meeting of the National Harbour Board in Decr. 1950 or January 1951 and that they have not therefore fixed any date for the next meeting. They request that the subjects which this Govt. desire to be placed before the Naticnal Harbour Board might be intimated to them in order to enable them to consider the question of the date of the next meeting. It is submitted that the memoranda on the two subjects to be placed before the National Harbour Board are not yet ready as they have not been received from the P.P.O. The draft memorandum referred to in draft I on p.59 c.f. may be awaited till 20-12-1950, as already ordered on p.63-c.f. before intimating the Govt. of India of the two subjects which this Govt. desire to be placed before the National Harbour Board. For orders.

p.59 c.f.
(1) Manager
(2) Berth

7.12.50

The subject may be intimated to GOI as desired by them and they may be told that necessary memoranda will follow separately. A

x (1) from Port

7/12/50 AAS | S | HM(PW)

The P.P.O. also may be reminded to expedite his report. B

8/12/50 | 8/12

S

Drafts submitted with reference to A & B above. As regards the detailed memorandum as

the implementation to the Port of Beypore, the P.P.O has stated that it would be submitted by the middle of December 1950 and it may be awaited till 20.12.1950. It seems unnecessary to remind P.P.O about this now.

9.12.50

9/12/50

The memo may also issue

9/12/50

Kiow
9.12.50

Issued as letter No 30357/49-14 dt 9.12.1950 &
Memo No 30357/49-15 dt 9.12.1950.

Letter from the P.P.O No 2146 C1/50-bd 21.12.50

The question for consideration in this file is the formation of a Port Trust Board for the port of Mangalore. The typed notes at pages 17-21 explain the previous history of the case.

2. With reference to the orders at page 21 ante the P.P.C. who was asked to submit definite proposals for the formation of a Port Trust for Mangalore Port on the lines obtaining at Tuticorin Port reported that the Mangalore Port Conservancy Board had accepted the proposal for the formation of a Port ~~Trust~~ Fund for Mangalore subject to the condition that a Port ~~Fund~~ Trust should be created immediately ~~for Mangalore Port~~ thereafter and that adequate amount should be transferred from the Provl. Minor Ports Fund to the Mangalore Port Fund when constituted. The P.P.O. considered that there was no case for the transfer of any amount from the ~~Min~~ Minor Ports Fund to the Mangalore Port Fund to be constituted. He however recommended the constitution of a Port Fund for Mangalore with effect from 1-12-1950 and reported that he would submit his proposals for the formation of a Port Trust in due course as was done in respect of Tuticorin Port.

This Dept. took the view that the matter if discussed at the meeting of the National Harbour Board would facilitate the work of the formation of the Port Trust at Mangalore and that ~~this~~ it would also be easy for obtaining the concurrence of the Govt. of India as

3035-F/57

'Minor Ports' is a concurrent subject under the Constitution of India. This Dept. also considered that we might have a scheme prepared simultaneously and ascertain from the Govt. of India when the National Harbour Board would meet next. The P.P.O. was accordingly asked to prepare a comprehensive memorandum on the subject for placing it before the National Harbour Board. The Govt. of India were also asked to state when the Board ~~would~~ would meet next imforming them at the same time that this Govt. had two subjects to be placed before the Board. In reply the Govt. of stated that there were no other subjects of major importance necessitating the meeting of the Board at an early date and that in view of this they had not fixed any date for the next meeting. They however wanted ~~this~~ Govt. to intimate them the two subjects which this Govt. desired to be placed before the Board. With reference to this the Govt. of India have been informed that this Govt. desire to place before the Board the subjects relating to (i) the formation of a Port Trust at Mangalore and (ii) Improvements to Beypore Port.

The P.P.C. has now submitted a comprehensive Memorandum on the necessity for the formation of a Port Trust for Mangalore.and it will be found at pages at 69-84 c.f. The memorandum does not call for any special remarks. A copy of it may now forwarded to the Govt. of India. Draft below is for approval.(It may be stated here that memorandum prepared by the P.P.O. on the subject relating to the improvements of Beypore port has recently been forwarded to the Govt. of India.)

A This may be done in the case of subject relating to Improvements to Beypore port for which a memorandum will be sent to the Govt. of India. NSG 13151

A above may be kindly approved.

Kum 10-1-57

11/1/57

NSG 13151 10/1/57

HM(PO) 16.1

Mr Secretary

Issued as letter No 3035 F/49.16 dated 17.1.1957

Extract of the remarks of Sri VI in the inspection note of the Personal Regn etc of F.I.

If no further action is necessary by us, then why keep the file open?

V.M.V. 25/1/57.

Subd.

The Govt of India have been requested to place the subject before the National Harbour Board at its meeting. It is not known when the next meeting of the Board will be held. It is perhaps unnecessary to keep the file open. It may be closed with a Call Book entry against 15-8-1957.

7.6.57.

8/6/57

5

8/6/57.

Go. Mis 2418 dt 11.6.57

Calicut - Mangalore - Formation of Port Trust - Proposals - Subject placed before National Harbour Board - Papers recorded

MEMORANDUM

ON THE DEVELOPMENT OF MANGALORE AS AN ALL-WEATHER PORT

PRESENTED TO

THE HON'BLE SRI N. GOPALASWAMI AYYANGAR,

Minister for Transport & Railways,

Government of India,

NEW DELHI

By

THE KANARA CHAMBER OF COMMERCE,

MANGALORE.

15TH FEBRUARY, 1950.

B

M E M O R A N D U M

ON THE DEVELOPMENT OF MANGALORE AS AN ALL- WEATHER PORT

Presented to

THE HON'BLE SRI N.GOPALASWAMI AYYANGAR,
Minister for Transport & Railways,
Government of India,
NEW DELHI

By

THE KANARA CHAMBER OF COMMERCE,
MANGALORE

15th February, 1950

THE KANARA CHAMBER OF COMMERCE,

MANGALORE SOUTH INDIA.

TELEGRAMS: "CHAMBER"
TELEPHONE: 128

P. O. Box No. 116,

Date 15th February 1950.

To

The Hon'ble Sri N. Gopalaswami Ayyangar,
Minister for Transport & Railways,
Government of India,
NEW DELHI.

Sir,

DEVELOPMENT OF MANGALORE AS AN ALL-WEATHER PORT

The Kanara Chamber of Commerce has noted the Government announcement that the consideration of locating a Major Port between Mormugao and Cochin has been postponed for two years due to financial stringencies. The Chamber notes with pleasure that Minor Ports are now a concurrent subject between the Central Government and the Government of States.

The Chamber begs to refer to the interview that its deputation had with Sri K. Mitter, a Member of the West Coast Major Port Development Committee at Bangalore on 14th Judy, 1948, after they gave their evidence before the Committee, when Sri K.Mitter promised that all the prominent Minor Ports of South Kanara District except Malpe would be recommended for being developed as All-Weather Ports and that this should be a very helpful recommendation for Mangalore. Though this meant that Sri K.Mitter was approaching the subject with a bias against Mangalore before even the completion of the investigation, we now wish to take advantage of this statement as we presume that Mangalore should have been atleast recommended for development as an All-Weather Port by the Committee.

The traffic of Mangalore, inspite of lack of

facilities for efficient loading and unloading of vessels, has been steadily increasing. We give the figures here-below:-

Year	Import & Export TONNAGE	Import & Export VALUE
1946 - 47. ..	1,84,230	Rs. 4,08,61,719.
1947 - 48. ..	2,15,772	Rs. 5,70,16,361.
1948 - 49. ..	2,60,160	Rs. 6,89,59,398.

The steady increase in traffic both in weight and in value is very marked. We also beg to submit the latest figures for the months of September, October, November and December of the current year 1949-50 with corresponding figures for the year 1948-49.-

Month.	1948-49. TONNAGE	1949-50. TONNAGE
September. ..	3,339	7,797.
October. ..	23,360	26,779.
November. ..	28,092	47,467.
December. ..	36,487	46,114.
Total: ..	91,278	1,28,157.

The upward trend of traffic thus seems to be even further accentuated this year.

It is true that most of the above traffic is borne by country-crafts. This is mainly due to lack of facilities for berthing steamers which now anchor in the open sea about 2 miles away from the coast. But even so, there is a very perceptible increase in steamer traffic as can be seen from the following figures.-

Year.	Traffic by Steamers.
1946 - 47. ..	24,400 tons.
1947 - 48. ..	31,490 "
1948 - 49. ..	46,585 "

In 1949-50, the first 4 months' traffic from September to December is already 48,827 tons thus exceeding the entire steamer traffic for the whole of 1948-49. With improved berthing facilities, more steamers will be attracted to the Port, more traffic will reach the Port and more development is bound to occur around the Port. Even country-crafts can develop into powered units if the Port can be developed in the manner suggested hereafter.

We also wish to bring to your kind attention that the traffic figures actually relate to about 7 months in the year, the Port being closed for 5 months during the monsoon and that as a result, considerable traffic which should otherwise pass through Mangalore, has to be diverted via other ports. The traffic, if the Port is open throughout the year, is bound to exceed 3,50,000 tons or in other words, will exceed one-third of the traffic that a Major Port is expected to have.

TO CONVERT MANGALORE INTO AN-ALL-WEATHER PORT

It will thus be apparent that there is an imperative need for the development and conversion of Mangalore Port into an All-Weather Port.

We enclose a scheme for conversion of the Port into an All-Weather Port, which will cost the very modest amount of Rs. 40 lakhs. Considering the vast national benefit accruing by such an expenditure and considering that it will be actually replacing, atleast for the moment, the construction of a Major Port which requires an enormous investment, we feel certain that the scheme would receive your sympathetic consideration.

We are given to understand that doubts have been

cast over the possibility of maintaining an entrance channel. Similar doubts were expressed as to the possibility of cutting and maintaining an entrance channel at Cochin. Several experts, one after another, had dismissed the idea as impracticable. It was only after Mr. R.C.Bristow, the Chief Engineer of Cochin, had actually carried out an experiment that these doubts were expelled once and for all. In view of the commercial and strategic importance of Mangalore, we feel that a like experiment should be carried out here.

In our scheme enclosed, we have provided for dredging to a depth of 22 feet but to reduce the cost of an experiment, we are prepared to suggest that dredging may be done in stages i.e., to a depth of 12 feet at the first stage, 18 feet in the second stage and 22 feet at the final stage. The Government could make a special survey through qualified marine surveyors, if necessary.

The scheme has another advantage and that is, by opening up Gurpur River as provided, the Gurpur River will be free from the ravages of floods during monsoon. The District Advancement Association of South Kanara claims that by opening up this outlet for Gurpur River, nearly 20,000 acres of land will be relieved of submersion and will be available for cultivation of the first crop yielding 10,000 tons of additional food.

We have already submitted a copy of this scheme to the Hon'ble Minister for Public Works, Government of Madras, who has kindly promised us to give his most sympathetic consideration to it.

A PORT TRUST FOR MANGALORE

The Port is now administered by the Port Officer under the control of the Presidency Port Officer, Madras and advised by a Port Conservancy Board. The Port, though its traffic is increasing spontaneously, is not able to develop properly because of limited powers of the Port Conservancy Board. We have addressed the Government of Madras requesting the Government to bring forward necessary legislation for the establishment of a Port Trust. We enclose a copy of our said representation and request that early steps may be taken to establish a Port Trust for this Port.

HASSAN - MANGALORE RAILWAY LINK

This question formed one of the items of the agenda before the Central Board of Transport at its meeting held at Madras on 6-1-1950 and we understand that it was postponed for consideration as it was considered that the decision for sanctioning this link depended upon the decision on the report of the West Coast Major Port Development Committee.

In this connection, we have to submit that the necessity to link Mangalore with Hassan is quite independent of the siting of the Major Port. Whether there is a Major Port or not, this link is very necessary and even if a Major Port has to be located at a place other than at Mangalore, the importance of this link will not be lessened. The connection between Hassan and Mangalore is age-old and the traffic from the Hassan area must reach or pass through Mangalore, wherever the new Major Port may be situated.

We, therefore, request that the Government take

up for consideration the linking up of Mangalore with Hassan irrespective of the consideration as to where the Major Port is to be sited.

Yours faithfully,

(V.S.Kudva)
PRESIDENT

Encls:-

(1) Copy of the Chamber's Note dated 16.9.1949 on the development of Mangalore as an All-Weather Port.

(2) Copy of the Chamber's Letter dated 5.5.1948 to the Hon'ble Minister for Public Works, Government of Madras, for the establishment of a Port Trust at Mangalore.

(3) A Blue Print of the sketch showing the Chamber's Scheme for the development of Mangalore as an All-Weather Port.

Copy to:-

(1) The Hon'ble Sri K.Santhanam, Minister of State for Transport & Railways, Government of India, New Delhi.

(2) The Hon'ble Sri M.Bhaktavatsalam, Minister for Public Works, Government of Madras, Fort St.George, Madras.

(3) The Secretary to the Government of India, Ministry of Transport, New Delhi.

(4) The Secretary to the Government of Madras, Public Works Department, Fort St.George, Madras.

13

THE KANARA CHAMBER OF COMMERCE,

MANGALORE SOUTH INDIA.

TELEGRAMS: "CHAMBER"
TELEPHONE: 128

P. O. Box No. 116,

Date 5th May, 1948.

ENCLOSURE(2)/TRUE COPY.

From

V.S.Kudva,
President.

Dear Mr. Bhaktavatsalam,

Adverting to our conversation in Bombay on the subject of a Port Trust for Mangalore, I am enclosing a copy of the Tuticorin Port Trust Act, suitably amended in pencil for your ready reference. This will be sufficient for our purpose.

As you are doubtless aware, the present arrangements at Mangalore Port are that dues paid by ships(Port dues)are credited to the Madras Minor Ports Fund and dues paid by merchants on cargo(Landing and Shipping Dues)are credited to the Landing and Shipping Fund. The Minor Ports Fund is utilised for payment of salaries of the staff of the Port and the balance in the Landing and Shipping Fund is spent on the up-keep of the Port- dredging, repairs to quays etc. The Presidency Port Officer is the over-riding authority, below the Government for both Funds. A local authority known as the Port Conservancy Board, however, prepares the Budget for the Landing and Shipping Fund. It can pass expenditure up to Rs. 500 on any item already included in the Budget, but has to refer all expenditure in excess of this sum to the Presidency Port Officer. The Presidency Port Officer can authorise expenditure up to Rs. 5,000 on any item already included in the Budget but must have Government sanction for expenditure in excess of Rs. 5,000.

Whilst this system may work satisfactorily in the case of the average Minor Port, it tends to lag progress at a large and steadily growing port like Mangalore. Section 33 of the Tuticorin Port Trust Act details the works to be carried out at a large Port. They include the provision of quays, roads, railways, cranes and warehouses, the excavating of basins and the reclamation of land. Large sums will necessarily have to be spent on such undertakings and the Port Authority should havepower to pass expenditure up to atleast Rs. 25,000 on items included in the Budget. Provision for such discretionary power is contained in Section 82 of the Act.

The Port Authority, as constituted by the Act will have direct access to Government. Much time can thereby be saved between the working out of plans by the Board and the obtaining of sanction from the Government.

The Board will have authority to increase rates in order to meet increased expenditure- Sections 4 to 47. This means that a properly thought-out scheme of development can be put into effect in stages.

The Board will have authority to borrow money for purposes of development, see Sections 67 to 78. It is expected, of course, that when a Port Trust is set up for Mangalore, a fair proportion of the existing balances in the Minor Ports Fund will be transferred to the Board. The ability to raise loans will, nevertheless, be of immense value to the Board.

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The Board will be able to employ the necessary staff to carry out a programme of development. I need not stress the vital need for adequate and properly qualified staff at a Port, which, so far, has not even been thoroughly surveyed.

In conclusion, please permit me on behalf of the Chamber and the people of Mangalore, to thank you for the very great interest you are evincing in our Port. The Committee of Experts will be here on the 16th and 17th and we hope, soon thereafter, to be able to invite you to the formal opening of Mangalore as a Major Port.

Yours sincerely,

Sd. V.S.KUDVA.

(True Copy)

D/15.2.1950.

PRESIDENT.

THE KANARA CHAMBER OF COMMERCE 17

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P.O.Box No.116,
Bunder, Mangalore,
D/16th Sept.1949.

A Note on the development of Mangalore as an All-Weather Port.

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It is accepted that the development of Kandla has priority over the development of a new Major Port, south of Mormugao. It is also accepted that the existing financial stringency renders it unlikely that a Major Port will be constructed at either Mangalore or Malpe in the near future. The total cost of such a Port, including that of the railways necessary to link it with Mysore State, will be in the neighbourhood of Rs. 20 crores, a figure outside the realm of practical politics just now. At the same time, it is felt that at least one good all-weather port should be provided along the coast between Mormugao and Cochin. This port should be able to accomodate motor and steam vessels drawing upto 12 feet and should also serve as a refuge in times of stress for sailing craft plying along the West Coast. It should be centrally situated, have railway communications, have good roads connecting it with every part of the hinterland and it should not be expensive to develop. From all these points of view, Mangalore has first claim to be converted into such an all-weather port.

The West Coast Major Port Development Committee has admitted that the Backwater of the Gurpur could be turned into a tidal basin by the blocking of the Netravati and the diversion of the Gurpur. It has also stated that borings taken in the area of the Backwater denote rock only at a depth of 50 feet- an ideal factor where dredging and the building of quay walls are concerned. The Committee has recommended that certain ports should be developed as all-weather ports for small coastal steamers having a draft of about 12 feet. Considering that conditions for maintenance of an entrance channel are practically the same for all ports on the West Coast, and that of all the ports, Mangalore, with its increasingly heavy traffic should have the first priority for such a development, it is clear that they had in mind the

the port of Mangalore also when making their recommendation.

It will be seen that the improvements to Mangalore Port can be carried out at a cost which is trifling when compared with the cost of constructing a Major Port at any place on the West Coast and that the cost so incurred will get an immediate return from the existing traffic at the port, though it is reasonable to expect that this new development will attract considerably more traffic. The scheme will at the same time provide an experiment for testing the possibility of keeping an entrance channel into the port open throughout the year and so allow full advantage to be taken at a later date if the fact that almost ideal conditions exist in Mangalore for the conversion of the Inner Basin into a Major Deep-Sea Port and also of the fact that such a Major Port could be constructed at Mangalore at very much less cost than anywhere else, both of which facts are acknowledged by the West Coast Major Port Development Committee.

The proposal, therefore, is to convert the Backwater into a tidal basin by, first, letting the Gurpur flow out to sea just north of Sultan's Battery, secondly, by throwing a dam across the Gurpur just below Sultan's Battery and raising another dam at the confluence of the Gurpur and the Netravati, and, thirdly, by providing an entrance channel across the sandspit into the basin.

The basin so formed will then be dredged to a depth of 15 feet as follows:-

1. A Turning Basin 1,000 feet in diameter at the inner end of the Entrance Channel.
2. A Cross Channel 3,500 feet long and 400 feet wide to connect the Turning Basin, with
3. A Berthing Basin 2,500 feet long and 1,000 feet wide. This Berthing Basin will be situated just opposite the Port Office. It can be extended to any required length and width when the needs of the Port warrant such an extension.

Estimates for dredging, etc., are given below:-

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A. DREDGING:

1. Entrance Channel.- The average depth of sand that accumulates in the Cochin Channel each year is 4 feet. To overcome swell, ships need 6 feet of water between the bed of the channel and their bottoms. Therefore, a channel 22 feet is required to allow vessels of 12 feet draught to enter the basin at all stages of the tide. The sea is 22 feet deep at a distance of 3,500 feet from the sandspit. The cost of dredging an entrance channel 400 feet wide will be:-

Quantity of sand to be removed: 3,500 x 400 x 15(average) or 21,000,000 cubic feet.

At Rs. 15 per 1,000 c.ft:- ... Rs. 3,15,000.

2. Cutting the Sandspit.- The sandspit is 13 feet above sea-level and 400 feet wide.

Quantity of sand to be removed: 35 x 400 x 400 or 5,600,000 c.ft.

At Rs. 15 per 1,000 c.ft:- ... Rs. 84,000.

3. Retaining Walls on Sandspit.- As a measure of safety, retaining walls should be erected on either side of the cut in the sandspit. They would cost at the most:- Rs. 4,00,000.

4. Turning Basin.- If the port is to hold vessels drawing up to 12 feet of water, the inside of the harbour should have a depth of (12 plus 3) 15 feet. The average depth of the basin is 5 feet. The Turning Basin will be 1,000 feet in diameter. The quantity of sand to be removed will be 8,000,000 c.ft.

At Rs. 15 per 1,000 c.ft:- ... Rs. 1,20,000.

5. Inner Channel.- Quantity of sand to be removed:

3,500 x 400 x 10 or 14,000,000 c.ft.

At Rs. 15 per 1,000 c.ft:- ... Rs. 2,10,000.

6. Berthing Basin.- Quantity of sand to be removed:

2,500 x 1,000 x 10 or 25,000,000 c.ft.

At Rs. 15 per 1,000 c.ft:- ... Rs. 3,75,000.

B. NEW OUTLET FOR THE GURPUR:

Quantity of sand to be removed: 1,000 x 500 x 25 plus 1,000 x 1,000 x 10 or 22,500,000 c.ft.

At Rs. 15 per 1,000 c.ft:- ... Rs. 3,37,500.

Note:- The sand and silt removed from this cut can be used to a large extent to throw a dam across the northern end of the Inner Basin.

C. BLOCKING THE NETRAVATI:

C.C.of Dam 2,000 x 24 x 300 or 14,400,000 c.ft. To dredge this from the basin at Rs. 15 per 1,000 c.ft:- Rs. 2,16,000.

Summary.

A. DREDGING:			
1. Entrance Channel	... Rs.3,15,000.		
2. Cutting the Sandspit	... Rs. 84,000.		
3. Retaining Walls on Sandspit.	Rs.4,00,000.		
4. Turning Basin	... Rs.1,20,000.		
5. Inner Channel	... Rs.2,10,000.		
6. Berthing Basin	... Rs.3,75,000.	Rs.	15,04,000.
B. NEW OUTLET FOR THE GURPUR:		... Rs.	3,37,500.
C. BLOCKING THE NETRAVATI:		... Rs.	2,16,000.
	Total:	...	20,57,500.
ADD:- Stone facing to dams:		...	7,20,000.
Jetties etc.		...	12,22,500.
	Grand Total:	... Rs.	40,00,000.

For the time being quays need not be provided in the Inner Basin. It is true that the existing wharfs and especially the recently constructed south wall, have shallow foundations and that it will not be possible to dredge to a depth of 15 feet in their neighbourhood. But suitable jetties can be provided by the simple expedient of sinking piles along the eastern edge of the Basin and connecting them to the existing wharfs with stout wooden planking. A yet cheaper method would be to have moorings buoys in the Basin and to utilise the services of lighters from ship to shore and back.

The dams to be thrown across the two rivers should have either canals or locks to permit free navigation by boats bringing clay to the Tile factories alongside the two rivers. Both dams should be faced with stone upto high water mark on the outside to prevent erosion.

Interest charges on Rs. 40,00,000 would amount to Rs. 1,20,000 a year. Those using the port will gladly agree to an increase in port dues to meet this. The rates now in force are as follows:-

General Cargo	-	9 As. per ton average.
Tiles	-	12 As. per 1,000 tiles.
Passengers.	-	3 As. for adults and 1½ As. for children.

This may be increased as follows:-

General Cargo	-	Rs. 1-8-0 per ton.
Tiles	-	Rs. 2-8-0 per 1,000 tiles or Rs. 1 per ton.
Passengers	-	Rs. 1-0-0 flat.

The tonnage of goods handled at Mangalore in 1948-49 was 2,55,000 tons, made up of 1,56,000 tons of tiles and 99,000 tons of general cargo. Had Mangalore been an all-weather port, the tonnage would have been 2,80,000 tons i.e., 1,56,000 plus 99,000 plus 25,000 as accepted by the West Coast Major Port Development Committee. On this basis, the income of the port at the enhanced rates would be:-

On 1,56,000 tons of tiles	Rs. 1,56,000.	
On 1,24,000 tons of general cargo	Rs. 1,86,000.	
On passengers	Rs. 25,000.	
Pilotage & Harbour dues, say-	Rs. 33,000.	Rs.4,00,000.

The present earnings of the port average Rs. 1 lakh and the expenditure Rs. 90,000 inclusive of Rs. 50,000 for dredging. The expenditure on the all-weather port will be:-

Dredging maintenance.	Rs. 1,50,000.	
Interest Charges.	Rs. 1,20,000.	
Office.	Rs. 80,000.	Rs.3,50,000.

If the progress of the last three years is maintained (1946-47: 1,84,000 tons; 1947-48: 2,15,000 tons; 1948-49:2,55,000 tons)it will not be long before the new all-weather port handles 5,00,000 tons of cargo and earns at least Rs. 7 lakhs a year. This will enable the Port Authorities to add amenities in the shape of passenger and goods sheds, cranes etc.

It is essential, however, that the present archaic administration of the port be improved. What is required is a Port Trust under the direct control of the Government. The members of the Trust should be chosen for the interest they are likely to take in the advancement of the Port and the Town and not merely because they represent old-time vested interests.

V.S.Kudva,
PRESIDENT.